F-7 Scoping Meeting and Participating Agency Meeting Documentation – May 22, 2007

TEXAS DEPARTMENT OF TRANSPORTATION

Texas Department of Transportation

NEWS

Tyler District

CONTACT: Ladd Thompson, P.E. **TELEPHONE: 903-569-2349**
Date: May 22, 2007

NOTICE OF PUBLIC MEETING

The Texas Department of Transportation (TxDOT) will conduct the Second Public Scoping Meeting on May 22, 2007 to discuss possible routes for the US 69/LP 49 North "Lindale Reliever Route". The meeting will begin with an open house from 5 p.m. to 6 p.m. with the formal presentation beginning at 6 p.m. at the Lindale Intermediate School Auditorium at 411 Eagle Spirit Drive.

The US 69 Reliever Route will ultimately relieve traffic through the City of Lindale. TxDOT will display a proposal for developing this corridor as a toll facility with a connection to the proposed Loop 49 at IH – 20. Attendees will be encouraged to actively participate in the development of the ranges of the alternatives. Public input is encouraged.

Topics to be discussed at the public meeting will include the FHWA (Federal Highway Administration) approved Need and Purpose Statement, FHWA approved Coordination Plan, the current project schedule, corridor studies which will include the corridor impact assessment methodologies and constraints and current corridor evaluation data. TxDOT is seeking input from the public about the corridor study and methodology constraints.

Questions and comments from the public regarding the social, environmental, and economic aspects of improvements will be considered in the environmental impact statement. Information about the proposed project is available for review at the office of Ladd Thompson, P.E., Mineola Assistant Area Engineer, 201 Northeast Loop 564 in Mineola, Texas. Mr. Thompson may be reached at (903) 569-2349. All interested persons are invited to attend the meeting.

Persons who have special communication or accommodation needs and plan to attend this meeting are encouraged to contact Larry Krantz at (903) 510-9267 at least two work days prior to the meeting. Since this meeting will be conducted in English, any requests for language interpreters should also be made at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

Texas Department of Transportation

Form 474
(Rev. 2/2004)
(GSD-EPC)
Page 1 of 1

ORDER AUTHORIZING ADVERTISEMENT

date

District: Tyler (10)

Order No.: 10-7-2301

Control: 1763-03-029

Project: US 69/North Loop 49 Relief Route

Highway: US 69/Loop 49

County: Smith/Wood

Charge No.:

Publication Name:	Mailing Address:	Fax:	Phone:
La Opinion	PO Box 8340, 75766	903-586-7016	903-586-0827

Attn: Advertisement Department

Please print the attached advertisement in your newspaper on the following date(s):

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			April 25, 2007			
			May 9, 2007			

Attach a clipping of the advertisement to your invoice.

Submit invoice to:

District Engineer
2709 W. Front Street
Tyler, Texas, 75702-7712

Please send invoice to above Office. If further information is needed, please contact **Larry Krantz (903) 510-9267**

IMPORTANT:
INVOICES MUST BE SUBMITTED WITHIN THIRTY (30) DAYS AFTER ADVERTISEMENT IS COMPLETED.

Sincerely,

Larry Krantz
Public Information Officer, TxDOT-Tyler Dist.

INSTRUCTIONS FOR ISSUING OFFICE:
Original to newspaper; (2) copies for purchase order file, (1) copy of which will support the invoice.

Issuing Office is to insert the Order Number.

The Texas Department of Transportation maintains the information collected through this form. With few exceptions, you are entitled on request to be informed about the information that we collect about you. Under §§552.021 and 552.023 of the Texas Government Code, you also are entitled to receive and review the information. Under §559.004 of the Government Code, you are also entitled to have us correct information about you that is incorrect. For inquiries call 512/416-2601.

Texas Department of Transportation

Form 474
(Rev. 2/2004)
(GSD-EPC)
Page 1 of 1

ORDER AUTHORIZING ADVERTISEMENT

date

District: Tyler (10)

Order No.: 10-7-2302

Control: 1763-03-029

Project: US 69/North Loop 49 Relief Route

Highway: US 69/Loop 49

County: Smith/Wood

Charge No.:

Publication Name:	Mailing Address:	Fax:	Phone:
Lindale News&Times	104 S. Main St.,	903-882-8234	903-882-8880

Attn: Advertisement Department

Please print the attached advertisement in your newspaper on the following date(s):

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			April 25, 2007			
			May 9, 2007			

Attach a clipping of the advertisement to your invoice.

Submit invoice to:

District Engineer
2709 W. Front Street
Tyler, Texas, 75702-7712

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Public Information Officer, TxDOT-Tyler Dist.

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Texas Department of Transportation

Form 474
(Rev. 2/2004)
(GSD-EPC)
Page 1 of 1

ORDER AUTHORIZING ADVERTISEMENT

date

District: Tyler (10)

Order No.: 10-7-2303

Control: 1763-03-029

Project: US 69/North Loop 49 Relief Route

Highway: US 69/Loop 49

County: Smith/Wood

Charge No.:

Publication Name:	Mailing Address:	Fax:	Phone:
Mineola Montior	PO Box 210, 75773	903-569-6836	903-569-2442

Attn: Advertisement Department

Please print the attached advertisement in your newspaper on the following date(s):

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			April 25, 2007			
			May 9, 2007			

Attach a clipping of the advertisement to your invoice.

Submit invoice to:

District Engineer
2709 W. Front Street
Tyler, Texas, 75702-7712

Please send invoice to above Office. If further information is needed, please contact **Larry Krantz (903) 510-9267**

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Sincerely,

Larry Krantz
Public Information Officer, TxDOT-Tyler Dist.

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Texas Department of Transportation

Form 474
(Rev. 2/2004)
(GSD-EPC)
Page 1 of 1

ORDER AUTHORIZING ADVERTISEMENT

date

District: Tyler (10)

Order No.: 10-7-2304

Control: 1763-03-029

Project: US 69/North Loop 49 Relief Route

Highway: US 69/Loop 49

County: Smith/Wood

Charge No.:

Publication Name:	Mailing Address:	Fax:	Phone:
Tyler Morning-Telegraph	Po Box 2030, 75710	903-595-0335	903-597-8111

Attn: Advertisement Department

Please print the attached advertisement in your newspaper on the following date(s):

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
April 23, 2007						
May 13, 2007						

Attach a clipping of the advertisement to your invoice.

Submit invoice to:

District Engineer
2709 W. Front Street
Tyler, Texas, 75702-7712

Please send invoice to above Office. If further information is needed, please contact **Larry Krantz (903) 510-9267**

IMPORTANT:
INVOICES MUST BE SUBMITTED WITHIN THIRTY (30) DAYS AFTER ADVERTISEMENT IS COMPLETED.

Sincerely,

Larry Krantz
Public Information Officer, TxDOT-Tyler Dist.

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Texas Department of Transportation
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

February 22, 2007

U.S. 69 Lindale Reliever Route/Loop 49 Roadway
Environmental Impact Statement
Need and Purpose/Coordination Plan
Smith County

U.S. 69/Loop 49: From the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale

Ms. Janice W. Brown
Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street, Suite 826
Austin, Texas 78701

Attn: Mohammad Farhoud

Dear Ms. Brown:

Attached for your review and concurrence is a copy of the revised Need and Purpose along with the Coordination Plan for the above section of U.S. 69 within the Tyler District. The revised copy of the documents includes FHWA's comments dated February 15, 2007. Included in the attachments is a copy of the comment/response sheet that highlights the comments by FHWA and TxDOT's response. Please sign the attached concurrence statement to indicate that the Need and Purpose and Coordination Plan for the subject project are complete. If you have any questions or require additional information, please contact Mario Mata, Jr. at (512-416-2660).

Sincerely,

James P Barta, Jr.

James P. Barta, Jr., P.E.
Director, Project Management Section
Environmental Affairs Division

FEDERAL HIGHWAY ADMINISTRATION

CONCURRENCE

FOR

Need and Purpose and Coordination Plan

U.S. 69 Lindale Reliever Route/Loop 49 Roadway
Environmental Impact Statement
Need and Purpose/Coordination Plan
Smith County

U.S. 69/Loop 49: From the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale

The FHWA has determined that the Need and Purpose along with the Coordination Plan for the subject project are complete and allow for further project development

4/3/07
DATE

FEDERAL HIGHWAY ADMINISTRATION

Texas Department of Transportation

2709 W. FRONT STREET • TYLER, TEXAS 75702 • (903) 510-9100

May 22, 2007

Welcome,

On behalf of the Texas Department of Transportation (TxDOT), I want to thank you for attending this US 69/LP 49 Lindale Reliever Route Second Public Scoping Meeting. The purpose of the meeting is to gain public comments on the proposed study corridors for this new highway.

As you enter the Public Meeting, you will notice displays showing the proposed corridor locations. TxDOT staff are available to discuss the displays and to answer your questions.

This Public Meeting is being held as an open house style/formal presentation meeting from 5:00 p.m. until 6:00 p.m. A brief presentation will begin at 6:00 p.m. For your convenience, a comment sheet is included in this packet which can be used for written comments. You may leave these comments in the marked boxes on the registration table or you can mail them to the address indicated on the sheet. Please return them by 5:00 p.m. June 1, 2007. Your input is always welcome at TxDOT.

Thank you for attending this Scoping Meeting. Public involvement is a vital part of the TxDOT project development process and we sincerely appreciate your participation.

Sincerely,

Randall C. Redmond, P.E.
Director of Transportation
Planning and Development

US 69 Reliever Route at Lindale Intermediate School

Environmental Impact Statement
Second Scoping Public Meeting

COMMENT SHEET

E. J. Moss Intermediate School
Lindale, Texas
May 22, 2007 at 5:00 p.m.

Thank you for attending this scoping meeting. Public information is a vital part of the project process and your participation is greatly appreciated. We need your comments on the purpose and need for this new highway.

Comments on the proposed project are requested. You may:

1. Turn in written comments at this meeting using this form.
2. Provide verbal comments to the court reporter.
3. Mail in your written comments to the address on the bottom of this form.

Comments:

_____
_____
_____
_____
_____
_____
_____
_____

Please use additional pages if necessary.

Please include your name and mailing address.

Name: _____

Mailing Address: _____

_____

If you choose to mail your comments, they must be received prior to 5:00 p.m., June 1, 2007.

Return to: TxDOT, Attention: Randy Redmond
2709 W. Front Street, Tyler,
Texas 75702

US 69 Lindale Reliever Route/Loop 49 North-- Need and Purpose

The Texas Department of Transportation (TxDOT) proposes to construct the US 69 Lindale Reliever Route/Loop 49 North roadway facility in Smith County, Texas. The proposed improvement would involve construction of a US 69/Loop 49 roadway on new location with limits from the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale. The proposed project would be approximately 5 to 6 miles in length, depending on the alternative selected. This project would primarily serve as a connector/continuation between Loop 49 and US 69 and will be evaluated as a toll road candidate project.

A Feasibility Study prepared in 2001 evaluated four corridor alternatives along new location right-of-way and a No-Build alternative, resulting in the identification of a recommended study corridor. Subsequent public involvement opportunities have identified additional study corridors. Evaluation of these corridor alternatives, as well as a reasonable number of alignment alternatives within the study corridors, will be documented in the Environmental Impact Statement (EIS). The study area is illustrated on the attached exhibit.

Need for the Proposed Action

The proposed improvements would be designed to provide a safe and efficient transportation corridor. TxDOT has identified the following underlying needs that the project would address: safety, system linkage, capacity and corridor preservation.

Safety

- A considerable amount of development including retail development has occurred in the area surrounding Tyler. Residential, industrial and commercial growth has also occurred in and around the City of Lindale. The cities of Tyler and Lindale expect the trend in increasing development to continue. Accompanying the economic benefits of development is an increase in traffic volumes that is impacting the existing US 69 system, with increased congestion occurring in downtown Lindale. Completion of the Loop 49 West facility without a US 69 Reliever Route being in place would force Loop 49 West traffic traveling through on US 69 to utilize the current roadway through Lindale, greatly increasing the traffic volume and decreasing roadway safety on the existing facility.

  The traffic based on the Design Year 2007 for US 69 without the reliever route is estimated to 29,000 vehicles per day from IH 20 north to Eagle Spirit Dr. From Eagle Spirit Dr. to FM 16 there will be an estimated 18,300 vehicles per day. From FM 16 north there is an estimated 15,800 vehicles per day. These numbers increase greatly for the future Average Daily Traffic (2027). From IH 20 north to Eagle Spirit Dr. the traffic is estimated to be 35,000 vehicles per day. From Eagle

Spirit Dr. north to FM 16 it is estimated to 22,100 vehicles per day. From FM 16 north it is estimated to be 19,200 vehicles per day. This section of roadway is already too congested. The existing roadway consists of four travel lanes with a continuous left turn lane.

The traffic based on Design Year 2007 on US 69 with the reliever route, is projected to decrease. From IH 20 to Eagle Spirit Dr. there is an estimated 23,600 vehicles per day. From Eagle Spirit Dr. to FM 16, there is an estimated 13,000 vehicles per day. From FM 16 north, the traffic is estimated to be 11,200 vehicles per day. The future Average Daily Traffic for 2027 on US 69 is projected to be less than the existing traffic on US 69 without the reliever route. From IH 20 to Eagle Spirit Dr., traffic is projected to be 28,400 vehicles per day. From Eagle Spirit Dr. to FM 16, the traffic is projected to be 15,600 vehicles per day. From FM 16 north the traffic is projected to be 13,600 vehicles per day.

The reliever route traffic based on the Design Year 2007 shows some needed relief to US 69. From IH 20 to FM 849 the traffic is estimated to be 5,500 vehicles per day. From FM 849 to FM 16, the traffic is estimated to be 5,250 vehicles per day. From FM 16 to US 69 north of Lindale, the traffic is estimated to be 4,560 vehicles per day. The future Average Daily Traffic for 2027 for the same area shows a slight increase of traffic. From IH 20 to FM 849 traffic is projected to be 7,900 vehicles per day. From FM 849 to FM 16 traffic is projected to be 7,600 vehicles per day. From FM 16 north to US 69 north of Lindale traffic is projected to be 6,700 vehicles per day. This slight increase of vehicles on the reliever route would help alleviate the congestion on US 69 through the City of Lindale.

		From IH 20 to Eagle Spirit Dr	From Eagle Spirit Dr. to FM 16	From FM 16 north
US 69 without reliever route	2007 ADT	29,000 vpd	18,300 vpd	15,800 vpd
	2027 ADT	35,000 vpd	22,100 vpd	19,200 vpd
US 69 with reliever route	2007 ADT	23,000 vpd	13,000 vpd	11,200 vpd
	2027 ADT	28,400 vpd	15,600 vpd	13,600 vpd

Traffic Data taken from the Feasibility Study for Lindale Reliever Route. vpd – vehicles per day
ADT – Average Daily Traffic; 2007 – Design Year ADT; 2027 – Future ADT

		From IH 20 to Eagle Spirit Dr.	From Eagle Spirit Dr. to FM 16	From FM 16 north	From IH 20 to FM 849	From FM 849 to FM 16	From FM 16 to US 69 north of Lindale
US 69 with Reliever Route	2007 ADT	23,600 vpd	13,000 vpd	11,200 vpd	NA	NA	NA
	2027 ADT	28,400 vpd	15,600 vpd	13,600 vpd	NA	NA	NA
Lindale Reliever Route	2007 ADT	NA	NA	NA	5,500 vpd	5,250 vpd	4,560 vpd
	2027 ADT	NA	NA	NA	7,900 vpd	7,600 vpd	6,700 vpd

Traffic Data taken from the Feasibility Study for Lindale Reliever Route. vpd – vehicles per day
ADT – Average Daily Traffic; 2007 – Design Year ADT; 2027 – Future ADT

System Linkage

- A factor in determining the need and location of the Lindale Reliever Route is part of TxDOT's Loop 49 around the City of Tyler. The southern and western sections of the Loop (Loop 49 West) around Tyler has received a designation as a toll road and the proposed Lindale Reliever Route facility would be an extension of Loop 49 continuing north and tying into existing US 69 north of Lindale, providing an important link in regional transportation mobility.

- Loop 49 will provide a critical link in the integrated regional transportation network, ultimately providing a circumferential loop around the City of Tyler (when combined with IH 20) while allowing through-traffic to bypass the existing and increasingly congested roadway network within the city, particularly US 69 (which transits highly populated residential areas through Tyler). US 69 is a component of the Texas Trunk System and provides for the safe, effective, and efficient movement of people and freight goods in east and northeast Texas.

Capacity

- The proposed facility would be designed to provide adequate capacity to meet future traffic demands and volumes. The upgrade of US 69 from Lindale to Mineola to a four-lane divided facility is under construction and Loop 49 West is approved and moving forward. The Lindale section would create a bottleneck between these two upgraded roadway sections if a reliever route/connector is not constructed. US 69 north of Lindale, IH 20 and Loop 49 West will be divided freeway facilities without stop lights/signs, unlike the section of US 69 through downtown Lindale, which includes an urban, undivided section with multiple stops.

Corridor Preservation

- The proposed action would acquire and preserve approximately 450 feet of right-of-way for current and future transportation improvements within the study limits. Adequate right-of-way would be acquired for future entities to construct additional main lane and potentially frontage road capacity, as funding becomes available and the travel demand dictates. Much of the additional right-of-way to be acquired for the proposed facility is currently undeveloped. However, development is occurring rapidly within the area. Future acquisition of developed right-of-way would be much more expensive for local and statewide taxpayers. Note that future construction of an ultimate freeway facility would be addressed in a future NEPA document.

Purpose of the Proposed Action

The purpose of the proposed project will serve the stated needs by:

- Improving safety, thereby reducing accident rates.
- Providing a highway which would facilitate the movement of people and goods throughout the region. The proposed facility would complement the regional US 69 and Loop 49 concepts.
- Providing adequate capacity to meet future traffic demands and volumes. Improving capacity is consistent with the policies and goals adopted within the Tyler District's long range plans and the Tyler Metropolitan Planning Organization's (MPO's) plan, Tyler Area Metropolitan Transportation Plan 2030.

US 69/Loop 49 North
Lindale Reliever Route

Smith County

From the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 North of the City of Lindale

Environmental Impact Statement Coordination Plan

CSJ 0190-04-033

Prepared by:

U.S. Department Of Transportation
Federal Highway Administration
And
Texas Department of Transportation

Revised February 2007

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The purpose of a Coordination Plan (Plan), one of several requirements under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: a Legacy for Users (SAFETEA-LU) bill of 2005, is to coordinate public and agency (Federal Lead, Joint Lead, Cooperating, Participating) participation and comment during the environmental review process associated with the preparation of an environmental impact statement (EIS) for the extension of US 69/Loop 49 in Smith County, Texas. The Plan integrates The National Environmental Policy Act of 1969, as amended (NEPA) requirements with other environmental review and consultation requirements in order to reduce delay in the environmental review process.

This Plan has been prepared in collaboration with the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) and consists of the following sections:

Section 1. Agency Definitions
Section 2. Agency Expectations
Section 3. Specific Milestones Review Process
Section 4. Issues Resolution Process
Exhibit 1. Preliminary Schedule for Completion of Environmental Review Process

The Plan for the US 69/Loop 49 North Lindale Reliever Route project is preliminary, and is subject to change based on the input of Federal Lead, Agency (FHWA), Joint Lead Agency (TxDOT), Participating and Cooperating entities. The preliminary schedule for completion of the environmental review process is attached as Exhibit 1.

1. AGENCY DEFINITIONS

Federal Lead Agency: The Department of Transportation agency conducting the NEPA analysis. For US 69/Loop 49, this is FHWA.

Federal Lead Agency	Contact Person / Title	Phone / Email
Federal Highway Administration (FHWA)	Mohammad Farhoud / Area Engineer	(512) 536-5925 Mohammad.Farhoud @fhwa.dot.gov

Joint Lead Agency: A project sponsor that is a state or local government receiving SAFETEA-LU funds. For US 69/Loop 49, this is TxDOT.

Joint Lead Agency	Contact Person / Title	Phone / Email
Texas Department of Transportation (TxDOT) Tyler District	Jay Tullos / Environmental Coordinator Amy Stotts / Environmental Specialist	(903) 510-9153 jtullos@dot.state.tx.us (903) 510-9107 astotts@dot.state.tx.us

Cooperating Agencies: Federal agencies other than the Federal Lead Agency who have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment. For US 69/Loop 49, these are:

Cooperating Agencies*	Contact Person / Title	Phone / Email
U.S. Army Corps of Engineers	Neil Lebsock / Regulatory Specialist	(817) 886-1743 neil.m.lebsock@swf02.usace.army.mil

* Cooperating Agencies are also considered to be Participating Agencies.

Participating Agencies: Federal, state, regional or local agencies who may have an interest in the project. For US 69/Loop 49, these are:

Participating Agencies	Contact Person / Title	Phone / Email
City of Hide-a-Way*	Bill Kashouty / Mayor	(903) 597-2221 billk558@cox.net
City of Lindale*	Jim Cox / City Administrator	(903) 882-3422 jimcox@lindaletx.gov
City of Tyler*	Joey Seeber / Mayor Barbara Holly / Planning and Zoning Tom Mullins / Economic Development	(903) 531-1250 (903) 531-1175 (800) 648-9537 tmullins@tylertexas.com
East Texas Council of Governments (ETCOG)	Glynn Knight / Executive Director	(903) 984-8641
Northeast Texas Regional Mobility Authority (NETRMA)*	Jeff Austin, III / Executive Director (Chairman)	(903) 595-6585 jeff3@austinbank.com
Sabine River Authority	Jerry Clark / Executive Director	(409) 746-2192
Smith County*	Bill Bala, P.E. / Engineer	(903) 590-4800 www.wbala@smith-county.com

	Becky Dempsey / County Judge*	(903) 535-0577 bdempsey@smith-county.com
Smith County Historical Commission	Randall Gilbert / Smith Co. Historical Chair	(903) 593-2403 info@smithcountyhistory.org
Texas General Land Office (GLO)	Jerry Patterson / Commissioner	(512) 463-5001
Texas Railroad Commission		(903) 512-463-7288
Tyler Chamber of Commerce	Henery Bell / Chief Operating Officer	(903) 592-1661 hbell@tylertexas.com
Tyler Metro Chamber of Commerce	Dorothy Franks	(903) 593-6026
Tyler Metropolitan Planning Organization (MPO)*	Heather Nick / Senior Planner / MPO Coordinator	(903) 531-1174 hnick@tylertexas.com
United States Environmental Protection Agency (U.S.EPA)	Norm Sears	(214) 665-8336 sears.norman@epa.gov
State Historical Preservation Office (SHPO)	F. Lawerance Oaks / State Historic Preservation Officer	(512) 463-6100 l.oaks@thc.state.tx.us
Texas Commission on Environmental Quality (TCEQ)	Dan Burke	(512) 239-0011
Texas Historical Commission (THC)*	Adrienne V. Campbell / Historian	(512) 936-7403 Adrienne.Campbell@thc.state.tx.us
Texas Parks and Wildlife Department (TPWD)—Athens Office*	Karen Hardin / Program Specialist	(903) 675-4447 Karen.Hardin@cox-internet.com
Texas Parks and Wildlife Department (TPWD)	Celeste Brancel-Brown	(512) 389-4800
United States Department of Agriculture-USDA-Natural Resources Conservation Service (NRCS)-Tyler Office	Susan Baggett / State Resource Conservationist	(254) 742-9805 Susan.Baggett@tx.usda.gov
U.S. Fish and Wildlife Service (USFWS)	Thomas J. Cloud / Field Supervisor	(817) 277-1100 Tom_Cloud@fws.gov
Absentee-Shawnee Tribe of Oklahoma	Larry Nuckolls / Governor	(405) 275-4030

Caddo Nation of Oklahoma	LaRue Parker / Chairperson	(405) 656-2344
Cherokee Nation of Oklahoma	Chadwick Smith / Principal Chief	(918) 456-0671
Comanche Nation of Oklahoma*	Ruth Toahty	(580) 492-3797
Eastern Shawnee Tribe of Oklahoma	Charles D. Enyart / Chief	(918) 666-2435
Kickapoo of Kansas	Russell Bradley / Chairperson	(785) 486-2131
Kiowa Indian Tribe of Oklahoma	Billy Evans Horse / Chairperson	(580) 654-2300
Mescalero Apache Tribe	Mark Chino / President	(505) 464-4494
Muscogee (Creek) Nation of Oklahoma	A.D. Ellis / Principal Chief	(918) 732-7604
Quapaw Tribe of Indians	Tamara Summerfield / Chairperson	(918) 542-1853
The Delaware Nation*	Edgar French / President	(405) 247-2448
Thlopthlocco Tribal Town	George Scott / Acting Town King	(918) 623-2620
Tonkawa Tribe of Indians of Oklahoma	Anthony Street / President	(580) 628-2561
United Keetoowah Band of Cherokee Indians	George Wickliffe /Chief	(918) 456-5491
Wichita and Affiliated Tribes	Gary McAdams / President	(405) 247-2425

*Entities marked with an asterisk (*) have notified TxDOT of their desire to be a Participating Agency.

2. AGENCY EXPECTATIONS

The expectations for Federal Lead Agency and Joint Lead Agency are:

- Take such action as is necessary and proper to facilitate the expedited review of the environmental review process.
- Ensure that any EIS or other document required under NEPA is completed in accordance with SAFETEA-LU and applicable federal law.
- Provide as early as practicable, but no later than the appropriate project milestone, project information on need and purpose, environmental resources, alternatives and proposed methodologies.
- Provide the Plan to Participating and Cooperating Agencies.
- The Federal Lead Agency (FHWA) will have ultimate responsibility for:
  1. Review and approval of a NEPA document.
  2. Ensuring that the Joint Lead Agency (TxDOT) complies with all design and mitigation commitments.

- Development of a project need and purpose, the range of alternatives to be considered and other procedural matters.
- Involve the following tribal governments in the NEPA process:

Absentee Shawnee Tribe of Oklahoma	Caddo Nation of Oklahoma
Cherokee Nation of Oklahoma	Comanche Nation of Oklahoma*
Eastern Shawnee	Kickapoo of Kansas
Kiowa Indian Tribe	Mescalero Apache
Muscogee Nation	Qupaw Tribe
The Delaware Nation*	Thlopthlocca Tribal Town
Tonkawa Tribe	United Keetoowah Band of Indians
Wichita & Affiliated Tribes	

*Tribes marked with an asterisk (*) have notified TxDOT of their desire to be involved.

The expectations for Cooperating Agencies are:

- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.
- Identify as early as practicable any issues that could substantially delay or prevent an agency from the granting a permit or other approval needed for the project.
- Share information that may be useful to the Federal Lead Agency (FHWA), Joint Lead Agency (TxDOT), and Cooperating and Participating Agencies.
- Participate in meetings and field reviews.
- Assume, at the request of the Federal Lead Agency (FHWA), responsibility for preparing analysis over which that Cooperating Agency has special expertise.
- Make support staff available at the Federal Lead Agency (FHWA) request.
- Generally use their own resources and funds.
- Review and comment on preliminary drafts of Draft EIS and Final EIS.

The expectations for Participating Agencies are:

- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.
- Identify as early as practicable any issues that could substantially delay or prevent the an agency from granting a permit, delay completion of the environmental review process, or result in denial of approval needed for the project.
- Provide input on need and purpose, methodologies, alternatives within 15 days of receipt thereof.
- Respond affirmatively in writing to the letter of invitation (for non-federal agencies) within 30 days of receipt thereof.

- Respond in writing to the letter of invitation if you wish to decline the invitation and opt out of the role/process (for federal agencies) within 30 days of the receipt thereof.
- Provide input on this Plan and schedule.
- Participate as needed in Issues Resolution Process described in Section 4.

Specific coordination with the State Historic Preservation Officer (SHPO) will be in accordance with the TxDOT/SHPO Memorandum of Agreement (MOA).

3. SPECIFIC MILESTONES REVIEW PROCESS

The Federal Lead Agency (FHWA) and the Joint Lead Agency (TxDOT) commit to the following coordination with Participating and Cooperating Agencies:

- Invitations to be a Participating Agency will be sent, along with information about the project and specific direction to flag any issues of concern (at the beginning of scoping process).
- Request for review of the project need and purpose (response to be provided within 15 days of receipt thereof). This information on need and purpose will be provided to Participating Agencies by the Joint Lead Agency (TxDOT) as a part of the scoping process.
- Provision of pertinent information about environmental and socioeconomic resources in the area. This information will be provided by written correspondence or in a meeting.
- Review of the following information related to alternatives:
  1. Proposed range of alternatives (including relationship to previous planning studies)
  2. Proposed methodologies for screening of alternatives
  3. Proposed Draft EIS alternatives
  4. Proposed Recommended Preferred Alternative

  This information will be provided in meetings and/or by written correspondence. Response to be provided back to the Joint Lead Agency (TxDOT) about each of these within 15 days of receipt thereof.
- Provision of Draft EIS (Response to be provided within 30 days of receipt thereof).

Exhibit 1 contains details regarding each project milestone. The milestone review process will include the following:

I. Notice of Intent (NOI) and Scoping Activities. Publication of the NOI occurred in the Texas Register on August 11, 2006, and in the Federal Register on August 18, 2006. An agency/public scoping meeting was held on September 25, 2006, at the Lindale High School auditorium.

II. Development of Need and Purpose. The Joint Lead Agency (TxDOT) mailed letters of invitation to the initial scoping meeting to potential Participating and Coordinating Agencies, in order to solicit comments on the draft Need and Purpose and provide them with the draft Coordination Plan and project schedule for their comments. If the project schedule is later modified, the modified schedule will be distributed to agencies/entities identified as Participating and Coordinating agencies. The agency comment period was 30 days. The contacted agencies did not have comments on the draft Need and Purpose or draft Coordination Plan. Note: A copy of the Need and Purpose Statement is attached to this Coordination Plan.

Participating and Coordinating Agencies were contacted by letter dated August 14, 2006, to either accept or deny becoming a Participating and Coordinating Agency. TxDOT will solicit comments on the analysis of project alternatives from all participating agencies. The agency comment period will not exceed 30 days. If comments regarding methodologies and level of detail to be used in the analysis of project alternatives are provided, the commenting agency should describe the alternate methodology that it prefers and state why. After the Participating Agencies have had the opportunity to comment and provide input, TxDOT/FHWA will compile their input and make a decision on the methodology and level of detail to be used, and relay that decision to participating agencies.

TxDOT held a public/agency scoping meeting on September 25, 2006, in order to solicit comments on the scope of the EIS, as well as the draft Need and Purpose statement and draft Coordination Plan. The draft Coordination Plan included a preliminary project schedule. Approximately 115 people attended the meeting, which included an open house period as well as a formal presentation by the TxDOT project manager. No verbal or written comments regarding the draft Need and Purpose or Coordination Plan were received from members of the public or agencies. Several comments regarding potential alternatives to be considered were submitted.

TxDOT will hold a second public/agency scoping meeting in Winter 2007 in order to present the refined Need and Purpose and move toward a discussion of alternatives to be considered. The public meeting will be publicized and will take the form of a meeting/workshop, to include solicitation of verbal or written input. In addition, conference calls, website postings, distribution of printed materials, meetings with affected property owners, or other means as appropriate will be utilized in order to seek additional public input. TxDOT will advertise the public involvement opportunity according to established TxDOT/FHWA protocol.

The project schedule was made available in the draft Coordination Plan distributed at the September 25, 2006 meeting. In the future, the schedule will be made available by posting on a project website, distributing to the people on a project mailing list, or handing out at future public meetings. If the schedule is modified, the modified schedule will be shared with the public in the same way as the previous schedule. The public comment period will not exceed 30 days.

TxDOT will hold an additional public involvement opportunity to solicit comments on the project alternatives. The public involvement opportunity will be publicized and will take the form of a meeting/workshop, and include solicitation of verbal or written input. In addition, conference calls, website postings, meetings with participating agencies and affected property owners, distribution of printed materials, or other means as appropriate will be utilized in order to seek additional public input. TxDOT will advertise the public involvement opportunity according to established TxDOT/FHWA protocol. The public comment period will not exceed 30 days.

III. Identification of Range of Alternatives. The Joint Lead Agency (TxDOT) will determine the appropriate methodologies and level of detail required in the analysis of each alternative, in consultation with the Lead Federal Agency (FHWA) and the public.

IV. Collaboration on Impact Assessment Methodologies. The Joint Lead Agency (TxDOT) will collaborate with the Federal Lead Agency (FHWA), Cooperating and Participating Agencies regarding the methodologies to be utilized in the impact assessment process. The method of collaboration will be primarily informal communications. Products of this process, such as comparison matrices or impact summaries, will be circulated to those entities requesting a participating role in the project, for their review and comment.

V. Completion of DEIS. Notice of publication of the Draft EIS (DEIS) will be published in the Federal Register. The comment period for agencies and the public is not to exceed 60 days after publication. A Public Hearing will be held after the DEIS is approved. The Joint Lead Agency (TxDOT) will advertise the Public Hearing according to established TxDOT/FHWA protocol.

VI. Identification of the Preferred Alternative and the Level of Design Detail. After the completion of the scoping process, the Joint Lead Agency (TxDOT) will develop a reasonable number of alignment alternatives (at least two), which will be carried forward (along with the No Build Alternative) for detailed evaluation in the EIS document. All reasonable alternatives, as well as the No Build, will be evaluated to an equivalent level of detail in the DEIS document.

VII. Completion of the Final Environmental Impact Statement (FEIS). If the DEIS identifies one of the build alternatives as the recommended preferred alternative, the Joint Lead Agency (TxDOT) will request from the Federal Lead Agency (FHWA) permission to develop the FEIS, a higher level of design detail than for the other

alternatives. This request may be included in a letter to the Lead Federal Agency (FHWA) requesting acceptance of the identification of a preferred alternative.

VIII. Completion of the Record of Decision (ROD). Following approval of the FEIS, the Lead Federal Agency (FHWA) will prepare a Record of Decision (ROD) for the proposed undertaking. This ROD will summarize the findings of the EIS process and compile a list of commitments included in the FEIS document.

IX. Completion of Permits, Licenses, or Approvals after the ROD. All required permits, licenses or approvals identified in the Final EIS will be obtained prior to the initiation of construction, in a manner consistent with all local, state and federal laws.

4. ISSUES RESOLUTION PROCESS

The Federal Lead Agency (FHWA), the Joint Lead Agency (TxDOT), Cooperating and Participating Agencies shall work cooperatively in accordance with this section to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

Based on information received from the Federal Lead Agency (FHWA), Joint Lead Agency (TxDOT), Cooperating and Participating Agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Meetings will be held as needed during the course of the NEPA process to discuss and resolve issues.

If issues are not being resolved in a timely manner:

- An official issues resolution meeting will be scheduled.
- If resolution cannot be achieved within 30 days following such a meeting and a determination has been made by the Federal Lead Agency (FHWA) that all information necessary to resolve the issues has been obtained, then
- The Federal Lead Agency (FHWA) will notify the heads of all Participating and Cooperating Agencies, the Governor, the Committee on Environment and Public Works of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives and the Council of Environmental Quality, and
- The Federal Lead Agency (FHWA) will publish such notice in the Federal Register.

5. EIS Advisory Committee

The EIS Advisory Committee will be moderated by the Joint Lead Agency (TxDOT). FHWA and TxDOT will strive for consensus while retaining the authority to make final decisions. The Cooperating Agency (U.S. Army Corps of Engineers) is offered a "higher status of comment" since they have jurisdiction by law in their area of expertise. The Participating Agencies will offer comments for consideration by FHWA and TxDOT. Accepting the designation as a

Participating Agency doe not indicate project support and does not provide an agency with increased oversight or approval authority beyond its statutory limits, if applicable. Not all comments are weighed the same.

The Tyler District has decided not have the EIS Advisory Committee.

Table 1
Preliminary Schedule for Completion of Environmental Review Process for Proposed US 69/Loop 49 Lindale Reliever Route

Activity		Expected Occurrence
I.	Notice of Intent (NOI) Publication and Scoping Activities	August-September 2006
II.	Development of Need and Purpose	August-November 2006
III.	Identification of Range of Alternatives	Winter 2007 (Jan. / Feb.)
IV.	Identify Impact Assessment Methodologies	Winter 2007 (Jan. / Feb.)
V.	Completion of the DEIS	Spring 2007
VI.	Identification of the Preferred Alternative and the Level of Design Detail	Winter/Spring 2007
VII.	Completion of the FEIS	Fall 2007
VIII.	Completion of Record of Decision (ROD)	Winter 2007/2008
IX.	Completion of Permits, Licenses, or Approvals after the ROD	Pre-Construction (based on funding availability)

Revised Schedule for Completion of Environmental Review Process for Proposed US 69/LP 49 Lindale Reliever Route

Activity		Expected Occurrence
I.	Notice of Intent Publication	August 2006
II.	Development of Need & Purpose –1st Scoping Meeting	September 2006
III.	Collaboration on Impact Methodologies	November 2006 & ongoing
IV.	Identify Range of Alternatives – 2nd Scoping Meeting	May 2007
V.	Identify Preferred Alternative / Completion of DEIS	September – October 2007
VI.	Establish level of Design Detail for Preferred Alternative	November 2007
VII.	Complete FEIS	February – March 2008
VIII.	Record of Decision	July – August 2008
IX.	Completion of Permits, licenses, or Approvals after ROD	Prior to Construction

C Tyler & East Texas

Sunday, May 20, 2007

Assistant Managing Editor: Danny Mogle 903-596-6256
news@tylerpaper.com www.tylerpaper.com

TXDOT Seeks Input For Highway Location

LINDALE — Texas Department of Transportation will seek input from the public on Tuesday as it decides where to put a highway west of Lindale.

The proposed road will run from Interstate 20 east of Hideaway and extend to U.S. Highway 69 north of Lindale. At Interstate 20 the route will connect with a future segment of Loop 49 coming from the south.

Five variations of the route are being considered.

An open house is set for 5 p.m. and a presentation and public meeting at 6 p.m. at Lindale Intermediate School Auditorium, 413 Eagle Spirit Drive, Lindale, said Larry Krantz, TxDOT information officer.

"We've been wanting to continue this discussion about possible route alternatives for two years now," Krantz said. "And now, the opportunity is finally here. Everyone with an interest in this project is invited to attend and make comments. This is your best chance to make your voice heard."

Krantz said officials will discuss the routes and criteria TxDOT will consider in making its choice.

The highway will create a new major north-south route in northern Smith and provide an alternative to some motorists using U.S. 69 passing through Lindale.

The route will be a toll road. TxDOT has said because this will create funding that will allow the project to be completed much faster.

The proposed highway is one of several major TxDOT projects in the region.

The segment of Loop 49, connecting U.S. 69 and FM 756 (Paluxy Driv between Tyler and Whitehouse, is scheduled to open this fall.

The third segment, linking FM 7 and Texas Highway 110 north Whitehouse, is scheduled to break grou this year.

TxDOT is expanding U.S. 69 fro two lanes to four between Lindale a Mineola.

COMPASSIONATE FRIENDS

New Life

Release Celebrates Lives, Mourns Losses Of Children

"Our children are still living and flying"

STORY BY CINDY MALLETTE
STAFF PHOTOS BY AMY PETERSON

Stephanie Frye-Joyce died in a car accident when she was 12 years old, on July 11, 2005.

She was on her way home from the Smith County Courthouse where her stepfather, James Joyce, had just finished the adoption process to make her legally his daughter.

"His last words were, 'Well, she's mine,'" said Jana Joyce, who that afternoon was preparing to celebrate the adoption with a pool party at their home.

"They were going home, and now they are home," she said.

Ms. Joyce dried tears as she talked about her daughter, a student at Hollowav

Smith Tackles Animal Control

Proposal To Modify Ordinance On Agenda

By ROY MAYNARD
Staff Writer

Smith County commissioners on Monday could tighten the leash on their animal control ordinance County Judge Joel Baker said. And it could involve expanding the definition of "neighborhood."

"Smith County currently has an animal control ordinance that was adopted in February 2000," Baker explained. "It requires all dogs found in neighborhoods to be restrained by their owners. However, the definition of 'neighborhood' in the ordinance is 'any area specifically designated by Commi-ssioners Court by order.'

It allows for a majority of the property owners and residents of an area to request to be included within the ordi-

Residents Agree On Possible Routes For Loop 49 Extension

By ADRIENNE GRAHAM
Staff writer

Lindale and Hideaway residents arrowed down their choices Tuesday) two possible paths for the Loop 49 xtension that will begin at Interstate 0, east of Hideaway and end at U.S. lighway 69 north of Lindale.

Out of seven paths presented by the exas Department of Transportation at public meeting, the majority of resients who attended the meeting said ey favored corridors (D and G) which ould run up the eastern side of the nd between Hideaway and Lindale.

According to the TxDOT presentaon, which explained the possible npact of each route. Three proposed aths (corridors A, B and C), which ould be built closer to Lindale, would enerate a large amount of noise for sidents.

Two others, (corridors E and F) ould have the largest cost and envionmental impact.

"D and G are our best choice. rankly, we really don't want the road, ut we understand the practicality. It eeds to be built," Hideaway Mayor ill Kashouty said.

The corridor has been dubbed the Lindale Reliever Route," since one of its primary functions will be to alleviate the traffic flow on Highway 69 through Lindale.

"If you look at South Broadway Avenue in Tyler, it looked a lot like the stretch of Highway 69 between Interstate 20 and Farm Road 16. We are trying to mitigate the traffic congestion before it really grows," said TxDOT Public Information Officer Larry Krantz.

According to information passed out at the meeting, a 2007 study showed an average of 29,000 vehicles travel Highway everyday between Interstate 20 and Eagle Spirit Road.

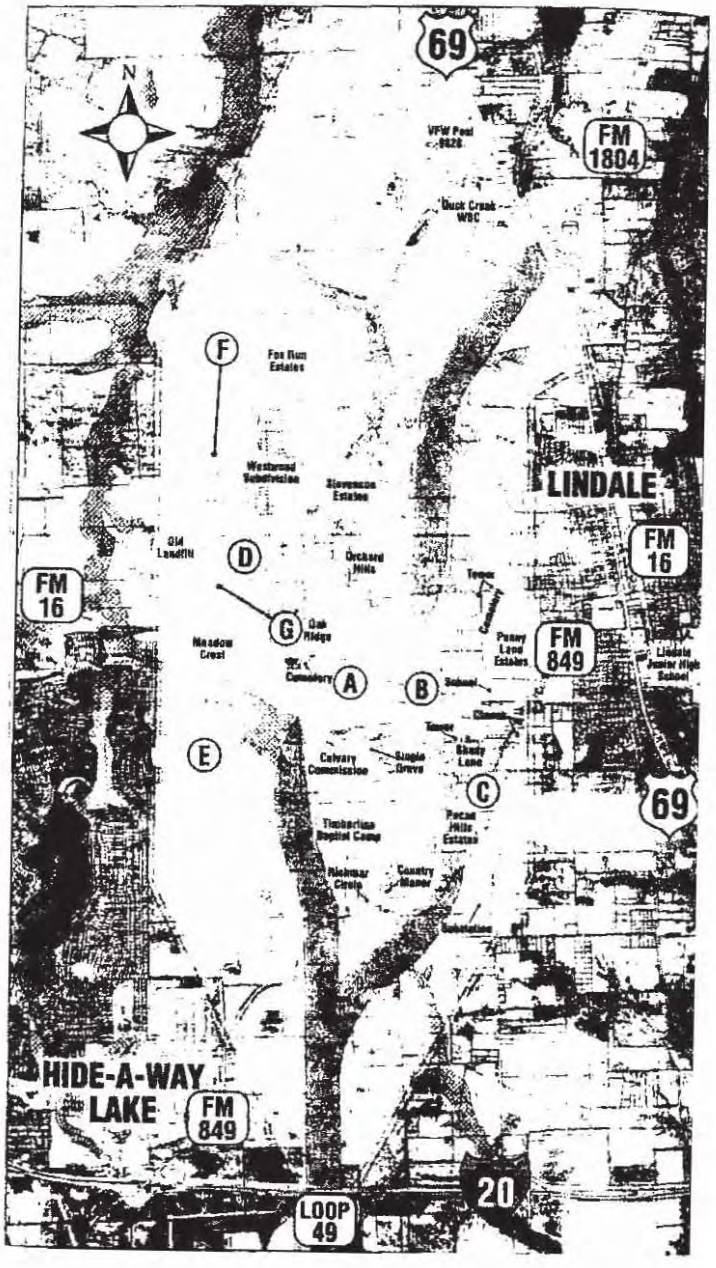
Mayor Kashouty said 20 of the about 80 people in attendance at the meeting were Hideaway residents.

"I was hoping more people would show up, but I will do what I can to make sure everybody's input is heard," he said.

Kashouty and one other resident from Hideaway publicly spoke in favor of the D and G corridors at the meeting.

Lindale resident Chad Chauncey lives at Fox Run Estates. If the D corridor is built as it is currently proposed, it will run through the center of the

See LOOP 49, Page 2B



LOOP 49 Continued From 1B

subdivision.

"We discussed it and I think all the options are out except corridors D and G. We're just concerned about noise and smog," he said.

Chauncey said he moved to the area because it was quiet and untouched.

Everyone who attended the meeting received a comment form that could be filled out and given to TxDOT representatives.

Kashouty said he planned to keep a stack of comment forms at the Hideaway clubhouse so other residents could make their opinions known as well.

Krantz said people can also send their comments to Randy Redmond at the Texas Department of Transportation, 2709 West Front St., Tyler, TX 75702 through June 1.

"This is what this meeting was designed for. We want people to tell us what they want," Krantz said.

Krantz said TxDOT engineers will take all suggestions into consideration and hold another public meeting in fall.

"We are not making any decisions now. The decision we make will be based of the feedback we receive now," Krantz said.

He said residents will have a chance to communicate and voice their opinions on the decision they return with in the fall."

Krantz said TxDOT held a similar public meeting in 2005, but because of new federal legislation, had to put the project on hold until more research was complete.

"We are finally back to where we want to be," he said.

The Lindale Reliever Route could break ground in 2011, he said.

The proposed highway is one of several major TxDOT projects in the region. The segment of Loop 49, connecting U.S. 69 and FM 756 (Paluxy Drive) between Tyler and Whitehouse, is scheduled to open this fall. The third segment, linking FM 756 and Texas Highway 110 north of Whitehouse, is scheduled to break ground this year. TxDOT is also expanding U.S. 69 from two lanes to four between Lindale and Mineola.

US 69 Lindale Reliever Route

SECOND PUBLIC SCOPING MEETING SIGN-IN SHEET

May 22, 2007

ELECTED PUBLIC OFFICIALS SIGN-IN

PRINT NAME	PUBLIC OFFICIAL TITLE	MAILING ADDRESS CITY, STATE, ZIP CODE, TELEPHONE & FAX NUMBER
BILL KASHOUTY		
Joel Baker		
Jeff Daugherty		

US 69 Lindale Reliever Route
Second Public Scoping Meeting
May 22, 2007

Speakers List

1. Bill Kashouty
2. Bob Harp
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____
15. _____

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

TxDOT and CONSULTANTS

Name	Entity/Address	Phone
Randy Redmond		
Matt Jennings		
John Foster		
Cathy Klantz		
Bill Hicks		
Kay Courtier		
Ted Pittinger		
Walt Lehmann		
Lewis Warren		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

TxDOT and CONSULTANTS

Name	Entity/Address	Phone
Donna West		
Jackie Thompson		
Amy Stotts		
PETE MARTINEZ		
CHRISTINE CROSBY		
PAMELA C. BORN		
Mario Rate Jr.		
John Goodwin		
Larry Cox		
Glenn Green		

1X1201

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
ROBERT NORMAN		
GLEN COWART		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

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Name	Entity/Address	Phone
William H. Smith		
Jim Rozell		
D L J Whitaker		
Chad Chauncey		
Steve Sawyer		
Dennis J. Goden		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

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Name	Entity/Address	Phone
MAC HUTCHENS		
Jeff & Elizabeth Lewis		
Russell S. Allen		
Carolyn Chriswell		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

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Name	Entity/Address	Phone
Judy Wilson		
Jack Wilson		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

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Name	Entity/Address	Phone
E.D. BRYANT		
LARRY DUMAS		
KENT SCHROEDER		
Charlotte Fann		
Linda Westerfield		
Mohammed Shaukat		
Craig Wood		
C Banta		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

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Name	Entity/Address	Phone
JEFF AUSTIN III		
Brenda Schreiber		
Joe Jaime		
CHARLES WESTERFELD		
Dale Beggs		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

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Name	Entity/Address	Phone
Bob & Pam HARP		
LARRY THOMPSON		
ED WAHS		
~~Joel Baker~~		
Gary Mastal		
Jim Cox		
Susan Hobbs		
Jeff Preston		
Ennis Wheeler		
Robert Garris		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Ilona Allen		
NIP PARSON		
Melinda Graham		
Dennis A. McAfee Jr.		
EDWARD BORGER		
Carroll R. Anderson		
Lynda Carey		
Rick Thaler		
Crystal Land		
Rhea Royall		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

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Name	Entity/Address	Phone
K. T. Rios		
Willard B Newton		
JEFF O. DAUGHERTY		
RICHARD B. GRAHAM		
ADRIENNE GRAHAM		
Jimmy Hawley		
Tom Camy		
Hayle C Whitley		
Herb Havens		
Sharron Havens		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Jean Cox		
[illegible]		
[illegible]		
John Mastow		
Billy Black		
Glenda Staples		
Peggy Mallory		
Glenn Mallory		
Jeannie Tomlinson		
DON MASTAL		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

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Name	Entity/Address	Phone
Larry Weglin		
Max Hill		
Donna McIntyre		
Harold Spidle		
Pat Mac		
Bobby McClenny		
Dough R. Crawford		
Billie Newton		
M. D. Evans		
Jerry & Linda Lockhart		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
[illegible]		
Mike McClenny		
[illegible]		
Logan Barton		
Robert Lockhart		
Jim Beeh		
H. Dale Beggs		
Darlene Hennoy		
Misty Haley		
BEN DAVIS		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Norman [illegible]		
Jan Hawbaker		
[illegible]		
Billy Black		
[illegible] L Sharp		
Farris Sharp		
C.W. Martin		
Jeff & Deborah Nail		
Barbara Fuller		
Ed & Susan Pitka		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 2
US 69 Lindale Reliever Route
Lindale Intermediate School
May 22, 2007

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Bob + Louise Johnson		
Rose Anne		
Janice Sager		
JOE W. DILLARD		
Suzanne Wheeler		
Mike Vaden		
DON SKINNER		
Lou Palmer		
Walter Jones		
Hem Sinnott		

Texas Department of Transportation

Second Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
TxDOT – Tyler District Assembly Room
May 22, 2007

Name	Entity/Address/E-Mail	Phone
John B. Goodwin		
L. ADD THOMPSON		
Kay Courtier		
Tab Bray		
STEVE LITTLEFIELD		
BILL KASHOUTY		
Dale Booth		
Bryan Hodges		
Heather Nick		
Angela Cuoy		
JOPP Austin III		
Gary Halbrooks		

Texas Department of Transportation

Second Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
TxDOT – Tyler District Assembly Room
May 22, 2007

Name	Entity/Address/E-Mail	Phone
Mario Nata		
Karen B. Hardin		
Kirk Hauser		
Randy Redmond		
Barbara Hall		

Summary of May 22, 2007 Public Meeting Comments

	Name	Address Line 2	Special Comments	For A	For B	For C	For D	For E	For F	For G	Against D	Against E	Against F	Against G	* NIMBY
1	Joe W. Dillard	Hideaway, TX 75771	Noise perceived as a concern for E&F				Yes			Yes		Yes	Yes		Yes
2	James & Jean Seymour	Hideaway, TX 75771	Concerned with noise & pollution of rellever												Yes
3	Willard B. Newton	Hideaway, TX 75771	Likes corridor C best			Yes	Yes			Yes					Yes
4	Kevin & Jan Hawbaker	Lindale, TX 75771	Where did G come from? Against E, F, and G due to land impacts.									Yes	Yes	Yes	Yes
5	Dana White	Lindale, TX 75771	Live in Fox Run Addition. Against D.				No								Yes
6	Christy Harris	Lindale, TX 75771	Live in Fox Run Addition. For G.							Yes					Yes
7	Kenneth G. White	Lindale, TX 75771	Live in Fox Run Addition. For G.							Yes					Yes
8	Mayor Bill Kashouty	Hideaway, TX 75771	Against E and F. No build, then A, B, or C, then D or G in rank preferance.									Yes	Yes		Yes
9	R. J. Martin	Hideaway, TX 75771	For B to be as far as possible from facility.		Yes										Yes
10	Herb Havens	Hideaway, TX 75771	Prefer D or G. Noise and pollution concern for E&F				Yes			Yes		Yes	Yes		Yes
11	Eleanor Martin	Hideaway, TX 75771	Prefer B then A		Yes										Yes
12	Mr. & Mrs. Ron Miller	Hideaway, TX 75771	Prefer D or G. E&F too close to homes.				Yes			Yes		Yes	Yes		Yes
13	Chris Banks	Lindale, TX 75771	Loop meet 69 as far north as possible												
14	George & Linda Fleck	Hideaway, TX 75771	For D&G				Yes			Yes					Yes
15	Jeff & Elizabeth Lewis	Lindale, TX 75771	Favor G or E. Against D.					Yes		Yes	Yes				Yes
16	Kathleen H. Davis	Hideaway, TX 75771	D, E, F, & G affect larger population of residents than A,B, & C. Prefer A or B but if only D&G being considered, Prefer D.	Yes	Yes							Yes			Yes
17	Dan & Jeannette Bailey	Lindale, TX 75771	Prefer G. Route chosen should affect least number of occupied homes. Live along one of Routes							Yes					Yes
18	Janice Sager	Lindale, TX 75771	Give residents in proximity of route large map with streets names												
19	Charles Westerfeld	Lindale, TX 75771	Live in Fox Run. Prefer A,B, & C but if not considered prefer G.	Yes	Yes	Yes									Yes
20	Jeff Nail	Lindale, TX 75771	Prefer E then G. E has least residential impact.					Yes							Yes
21	Kent Schreiber	Hideaway, TX 75771	Against E and F. Affects Hideaway property value.									Yes	Yes		Yes
22	Brenda Schreiber	Hideaway, TX 75771	Against E and F									Yes	Yes		Yes
23	Jerry & Linda Lockhart	Tyler, TX 75706	Live in middle of planning corridor, move road to west boundary to save house												Yes
24	H. Dale Beggs	Lindale, TX 75771	Property in D. Prefer E. Wants to know what corridor will be chosen soon.					Yes			Yes				Yes
25	Linda Westerfeld	Lindale, TX 75771	Prefer G. Least impact on residents							Yes					
26	J.B. Fox	Frisco, TX 75035	Prefer G. Least impact on residents							Yes					Yes
27	Harold Spidle	Lindale, TX 75771	Property on route, suggested change to E.												Yes
28	Jan & Kevin Hawbaker	Lindale, TX 75771	Against D, E, F, & G. G would destroy house and friends house.								Yes	Yes	Yes	Yes	Yes
29	Charles T. Carter	Lindale, TX 75771	Live in Fox Run. Prefer G.							Yes					Yes
30	Amber Chauncey	Lindale, TX 75771	Prefer G. Against D.							Yes	Yes				Yes
31	Chad Chauncey	Lindale, TX 75771	Prefer G. Neighborhood affected by D.							Yes	Yes				
32	David & Glenna Haney	Lindale, TX 75771	For G							Yes					Yes
33	John R. Loucks	Hideaway, TX 75771	Prefer A,B, or C. If not possible then D and G. Against E.	Yes	Yes	Yes						Yes			Yes
34	Deborah Nail	Lindale, TX 75771	Live in Fox Run. Prefer E then G. Against D.					Yes			Yes				Yes
35	Robert A. Lockhart	Lindale, TX 75771	Wants ROW shifted west, avoid houses and take tree farm (family property)												Yes
36	Sandra Lockhart	Lindale, TX 75771	Wants ROW shifted west, avoid houses and take tree farm (family property)												Yes
37	Mrs. Joe L. Wilson	Hideaway, TX 75771	Lives in Hideaway. Requests copy of the powerpoint on environmental study presented.												
38	Timberline Baptist Camp	Lindale, TX 75771	Petition of Rellever route being built in proximity of camp: 822 people wrote letters or petitioned the route going through the camp property												Yes
39	Henry (Bill) and Vera Theriot	Hideaway, TX 75771	For A&B. Live in Hideaway.	Yes	Yes										Yes
40	Peggy Mallory & Glenda Staples	Lindale, TX 75771	For D&G. Against E. But prefer No highway being built.				Yes			Yes		Yes			Yes
41	James Creamer	Lindale, TX 75771	Suggests building an elevated expressway over existing lanes thru Lindale.												Yes
42	Bill Kashouty (spoken comment)		Prefer D or G				Yes			Yes		Yes	Yes		Yes
43	Bob Mark (spoken comment)		Prefer D or G. Costs seem high for benefit of 6000 vehicles				Yes			Yes		Yes	Yes		Yes
44	Barham Fulmer (spoken comment)		Against the no-build option. Prefers G based on information to date.							Yes					

* NIMBY = Not In My Back Yard

F-8 Affected Landowner/Participating Agency Public Meeting Documentation – November 27, 2007

A RESOLUTION TO PROVIDE THE TEXAS DEPARTMENT OF TRANSPORTATION WITH THE DESIRES OF THE CITIZENS OF THE CITY OF HIDEAWAY PERTAINING TO THE ROUTE SELECTION OF THE LOOP 49 EXTENSION BYPASSING THE CITY OF LINDALE

WHEREAS, THE TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT) IN CONJUNCTION WITH THEIR CONSULTING FIRM OF BUCHER, RATLIFF, & WILLIS [BWR] HAS DETERMINED THAT THE TRAFFIC ON U.S. 69 HIGHWAY THROUGH THE CITY OF LINDALE, TEXAS WILL INCREASE DRAMATICALLY WITHIN THE NEXT SEVERAL YEARS, AND

WHEREAS, TxDOT IS IN THE PROCESS OF BUILDING A TOLLED BYPASS AROUND THE CITY OF TYLER, TEXAS WHICH IS NAMED LOOP 49, AND

WHEREAS, TxDOT IS ALSO PLANNING A BYPASS AROUND THE CITY OF LINDALE THAT IS COMMONLY CALLED THE LINDALE RELIEVER ROUTE TO CONNECT WITH THE LOOP 49 BYPASS WHERE THE LOOP 49 MEETS INTERSTATE 20, THENCE TO JOIN US 69 NORTH OF LINDALE, AND

WHEREAS, TxDOT AND BWR CURRENTLY HAVE IN THE PLANNING STAGES AT LEAST SEVEN POTENTIAL ROUTES AROUND LINDALE CURRENTLY NAMED CORRIDORS A; B; C; D; E; F; & G, AND

WHEREAS THE CITIZENS OF THE CITY OF HIDEAWAY WISH TO MAKE THEIR DESIRES KNOWN TO TxDOT AND BWR RELATIVE TO SELECTION OF THOSE SEVEN POTENTIAL ROUTES,

NOW, THEREFORE BE IT RESOLVED THAT THE CITY OF HIDEAWAY WOULD PREFER THE FOLLOWING OUTCOMES IN THIS PRIORITY:

1. NO BUILD
2. CORRIDORS A; B; OR C
3. CORRIDORS D OR G

AND, MOST IMPORTANTLY ALSO IT IS OUR STRONG OPINION THAT CORRIDORS E & F BE REMOVED FROM CONSIDERATION ALTOGETHER.

DULY PASSED BY THE BOARD OF ALDERMEN OF THE CITY OF HIDEAWAY, TEXAS, THIS 11th DAY OF JUNE 2007.

APPROVED:

BILL KASHOUTY, MAYOR

ATTEST:

ROMA DIXON, SECRETARY

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GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY

RESOLUTION NO. 07-11

WHEREAS, the North East Texas Regional Mobility Authority ("NET RMA") was created pursuant to the request of Gregg and Smith Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the NET RMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, subsequent to the initial formation of the NET RMA the Counties of Cherokee, Rusk, Harrison, and Upshur joined the Authority and are represented on the Board of Directors; and

WHEREAS, the Lindale Relief Route is a proposed toll road that would link IH 20 and US 69 north of Lindale; and

WHEREAS, the NET RMA is a participating agency with respect to the further evaluation and development of the Lindale Relief Route; and

WHEREAS, the NET RMA recognizes that the Lindale Relief Route will improve mobility and enhance quality of life and economic development in the North East Texas region; and

WHEREAS, TxDOT has identified alternative corridors for the Lindale Relief Route and is in the process of evaluating public input and technical issues associated with each alternative.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the NET RMA hereby supports TxDOT's efforts to advance the process of evaluating and ultimately developing the Lindale Relief Route; and

BE IT FURTHER RESOLVED, that the NET RMA encourages TxDOT to assess the input received and the engineering and technical issues associated with potential corridors identified for the Lindale Relief Route and to make a recommendation as to the preferred corridor alternative considering all relevant factors; and

BE IT FURTHER RESOLVED, that the NET RMA re-affirms its commitment to assist TxDOT in the further evaluation and analysis required to advance the Lindale Relief Route.

Adopted by the Board of Directors of the North East Texas Regional Mobility Authority on the 20th day of June, 2007.

Submitted and reviewed by:

C. Brian Cassidy
General Counsel for the North East
Texas Regional Mobility Authority

Approved:

Jeff Austin III
Chairman, Board of Directors
Resolution Number 07-11
Date Passed: 06/20/07

DISTRICT FILE

Texas Department of Transportation

2709 W. FRONT STREET • TYLER, TEXAS 75702 • (903) 510-9100

October 29, 2007

Ms. Adrienne V. Campbell
History Programs Division
Texas Historical Commission
P.O. Box 12276
Austin, TX 78711-2276

Dear Ms. Campbell:

You are invited to attend the third US 69/LP 49 Participating Agency Meeting to be held on November 27, 2007 at the First United Methodist Church of Lindale at 402 W. Hubbard St., Lindale, Texas 75771. The meeting will begin at 10 a.m.

This meeting will include a presentation and discussion of project alternatives for Corridor D and Corridor G that were shown at the last meeting on May 22, 2007 and recommended for further study based on corridor study results. Affected property owners along the path of these corridors will also be in attendance to observe the Participating Agency Meeting and to encourage greater public involvement participation.

Later that evening, TxDOT will host a Project Alternatives Public Meeting at the same location covering the same material. This meeting will be open to the general public beginning at 5 p.m. and should conclude by 8 p.m.

If you have any questions, please feel free to contact John Goodwin, P.E. with Bucher, Willis & Ratliff (BWR) at (903) 581-7844 or e-mail jgoodwin@bwrcorp.com or Ladd Thompson, P.E., TxDOT Project Manager at (903) 569-2349.

Sincerely,

Randall C Redmond

Randall C. Redmond, P.E.
Director of Transportation
Planning and Development

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Texas Department of Transportation

PARTICIPATING AGENCY MEETING
US 69/LP 49 NORTH
LINDALE RELIEVER

First United Methodist Church of Lindale
402 W. Hubbard
November 27, 2007

AGENDA

I. Welcome & Introductions
Ladd Thompson, P.E., TxDOT, Mineola Assistant Area Engineer

II. Project Exhibit Presentation
- Environmental Constraints Map
- Alternatives Exhibit
- Alternative D Schematics
- Alternative G Schematics
- Alternative Evaluation Data

III. Presentation
John Goodwin, P.E., BWR, Project Manager

IV. Break/Exhibit Review

V. Property Owner Q/A

VI. Participating Agency Discussion and Follow up

VII. Closing

Please Mail Comments to:
Randall C. Redmond, P.E.
Texas Department of Transportation
2709 W. Front Street
Tyler, TX 75702-7712

TxDOT Project Contact:
Ladd Thompson, P.E.
TxDOT – Tyler District
201 Northeast Loop 564
Mineola, TX 75773
903-569-2349

ALTERNATIVES Ⓓ & Ⓖ
US 69 / LP 49 NORTH
LINDALE RELIEVER

TxDOT Tyler District

Alternative Evaluation Data

Criteria Number	Criteria	Alt D Data	Alt G Data
	Project Cost & Engineering Criteria	Alt D	Alt G
1	Project length (mi)	7.0	7.4
2	Project Construction Cost (Million $)	$94.3	$98.5
3	Project ROW and Utility Adjustment Cost (Million $)	$8.9	$8.4
	Project Construction + ROW Cost (Million $)	$103.2	$106.9
4	Number of major utility crossings requiring adjustment (#)	3	3
5	Ability to economically construct project in phases	Same	Same
6	Existing Topography and Earthwork requirements (Million CY/ Mile)	0.63	0.71
7	Estimated Number of Residential Property Improvement Impacts (ea)	11	6
8	Estimated Number of Commercial Property Improvement Impacts (ea)	4	1
	Project Safety and Access Criteria	Alt D	Alt G
1	Number of Interchanges (#)	3	3
2	Skew of Interchanges (# skewed > 15 degrees)	1	1
3	Number of Grade separations (#)	9	9
4	Skew of Grade separations (# skewed > 15 degrees)	6	6
5	Access to Developing Areas	Same	Same
6	Number of new access roads (#)	2	0
7	Length of new access roads (mi)	1.1	0.0
8	Temporary Construction Effects (# of locations)	9	8
	Social/Human Environment Criteria	Alt D	Alt G
1	Commercial Land Use (ac)	24.47	21.66
2	Community Land Use (ac)	19.24	18.40
3	Church Land Use (ac)	0	0
4	Oil/Gas Land Use (ac)	1 (dry hole)	1 (dry hole)
5	Park Land Use (ac)	0	0
6	Public Land Use (ac)	0	0
7	Residential Land Use (ac)	20.68	10.86
8	Mixed Residential/Commercial Land Use (ac)	0	0
9	School Land Use (ac)	0	0
10	Pedestrian and Bicycle Facilities (mi)	0	0
11	Air Quality – Attainment Issues	Same	Same
12	Noise Levels – Receivers within 300' (ea)	38	33
13	Historic and Archeological Assets [recorded](ea)	1	1
14	Cemeteries (ac)	0	0
15	Social and Economic Impact of Tolled Highway	Same	Same
16	Hazardous Waste Sites (points)	1	0
17	Hazardous Waste Sites (old landfill) (ac)	0	0
18	Water Wells [recorded] (ea)	0	0
19	Light Pollution - Sensitive Receivers within 300' (ea)	38	33
20	Mobile Source Air Toxics - Degree of impact	Same	Same
21	City and County Actions, Resolutions and Planning Documents		
	Natural Environment Criteria	Alt D	Alt G
1	Waters of the US/Wetlands (ac)	7.36	9.39
2	Waters of the US/Streams (lf)	2282	3227
3	Water Quality – 303(d) listed streams (ea)	0	0
4	Developed vegetation (ac)	30.82	12.76
4a	Pasture (ac)	157.98	205.83
4b	Pine forest (ac)	34.30	14.57
4c	Pine/hardwood forest (ac)	189.81	214.73
4d	Riparian woodland (ac)	4.11	0
4e	Water [lake, open water] (ac)	0.00	0.00
4f	Wildlife Habitat – Fragmentation of Wildlife Habitat	Same	Same
5	Floodplains – number of crossings (#)	2	2
6	Floodplains – acres (ac)	6.16	22.50
7	Threatened/Endangered Species– Federally Listed Occurrences (ea)	0	0
8	Threatened/Endangered Species– State Listed Occurrences (ea)	0	0
8a	Occurrences of State Tracked Rare Resources [other than state and federal T&E species](ea)	0	0
9	Aesthetic and Scenic Quality – degree of constraint	Same	Same
10	Indirect and Cummulative Effects on area resources	Same	Same

Texas Department of Transportation

2709 W. FRONT STREET • TYLER, TEXAS 75702 • (903) 510-9100

November 27, 2007

Welcome,

On behalf of the Texas Department of Transportation (TxDOT), I want to thank you for attending this US 69/LP 49 Lindale Reliever Route Third Public Scoping Meeting. The purpose of the meeting is to gain public comments on the proposed study corridors for this new highway.

As you enter the Public Meeting, you will notice displays showing the proposed corridor locations. TxDOT staff are available to discuss the displays and to answer your questions.

This Public Meeting is being held as an open house style/formal presentation meeting from 5:00 p.m. until 6:00 p.m. A brief presentation will begin at 6:00 p.m. For your convenience, a comment sheet is included in this packet which can be used for written comments. You may leave these comments in the marked boxes on the registration table or you can mail them to the address indicated on the sheet. Please return them by 5:00 p.m. December 10, 2007. Your input is always welcome at TxDOT.

Thank you for attending this Scoping Meeting. Public involvement is a vital part of the TxDOT project development process and we sincerely appreciate your participation.

Sincerely,

Randall C Redmond

Randall C. Redmond, P.E.
Director of Transportation
Planning and Development

BWR

November 27, 2007

Re: Right of Entry for Surveys for the
Texas Department of Transportation – Tyler District

Dear Property Owner:

The Tyler District of the Texas Department of Transportation (TxDOT) has asked our engineering firm, Bucher, Willis and Ratliff Corporation (BWR) and our subconsultant, Hicks and Company (HC), to provide additional engineering and survey services for the ongoing route and location studies for the US 69/LP 49 North Lindale Reliever and we need your help. For your information, we are currently in the process of developing more detailed route location studies to avoid or minimize potential social and environmental impacts while we are in this preliminary stage of project development.

Smith County Appraisal District records show that you own property on the west side of Lindale where potential locations for the US 69/LP 49 North facility are being further evalutated. We are asking permission to enter your property to perform some preliminary engineering investigations, which will include environmental studies, boundary surveying, and design surveying work. These studies are non-destructive and will not involve any construction or the use of heavy equipment. We request your permission for employees of BWR, HC, and/or TxDOT to enter your property for the purpose of performing this work.

Please indicate your authorization for our survey crews to enter and perform the required survey work on your property by signing in the space provided below and returning this letter in the enclosed postage-paid envelope. If you have any special instructions or information that may be useful to field personnel concerning your property, please include that information in the space provided below. We would appreciate your returning this authorization letter as soon as possible so we may begin work promptly. Thank you in advance for your help and cooperation in this matter.

If you have questions, please contact our office at the following:

BUCHER, WILLIS & RATLIFF CORPORATION
Attn: John Goodwin, P.E.
601 Shelley Dr., Suite 202, Tyler, Texas 75701-9439
903/581-7844 800/256-6218 Fax: 903/581-0178

Sincerely,

John B. Goodwin, P.E.
Project Manager

AUTHORIZATION

Signature:____________________
Printed Name:____________________
Telephone: ____________________
Date:____________________

Special Instructions:

____
____
____
____

Texas Department of Transportation

US 69/LP 49 North
Lindale Reliever
Smith County

Public Meeting – Comment Sheet

First United Methodist Church of Lindale
402 W. Hubbard
Lindale, Texas
November 27, 2007
5:00 p.m.

Thank you for attending this meeting. Information is a vital part of the project process, and your participation is greatly appreciated.

Comments on the proposed project are requested. You may:

1. Please drop your comments into the comment boxes, or
2. Affix a stamp and mail to the address listed on the bottom of this form no later than December 10, 2007, so that your comments will be included in the public record for this public meeting.

Comments:

_____
_____
_____
_____
_____
_____
_____

Please use additional pages if necessary.

Please include your name and mailing address.

Name: _____

Mailing Address: _____

_____

_____

Phone No.: _____

Return to: TxDOT. Attention: Mr. Randall C. Redmond, P.E.
Texas Department of Transportation
2709 West Front Street
Tyler, Texas 75702-7712

---------- Fold Here ----------

Place
Stamp
Here

Mr. Randall C. Redmond, P.E.
Texas Department of Transportation
2709 West Front Street
Tyler, TX 75702-7712

November 27, 2007 Public Meeting for US 69 Lindale Reliever Route EIS

Verbal Comment/Question Summary

1	What is the status of property until it is acquired, and what can landowners do with it in the mean time?
2	What does right-of-entry mean, and what happens if a landowner chooses not to allow right-of-entry? The landowner would like to see the right-of-entry form modified to state that all copies of findings and documents produced will be provided to affected landowners. He encourages other landowners not to sign the form until it is modified as he has requested. The landowner discusses the right-of-way acquisition process and informs the audience that they have the right to legal representation. The landowner requests copies of the sign in sheets from the meeting because he would like to form a landowner association.
3	Where are families who have lived their lives in a home to be acquired expected to go?
4	If CR 4116 is closd, will all of the properties along the entire road be bought out? Several people live along CR 4116.
5	Is there a projected date on when the route will be selected?
6	How long do landowners have to move once it has been decided that their property must be acquired?
7	Do landowners have a choice in where they move?
8	Is the No Build Alternative an option?
9	Does TxDOT ever choose the No Build Alternative?
10	Is there a certain decibel level that determines noise impacts?
11	If a landowner has an established home-based business, is that considered in the relocation process?
12	If tolling is not used for this project, will the project continue?
13	Does this project have anything to do with hurricane evacuation routes?
14	Since the proposed road is two lanes, what option will drivers have if someone in fornt of them is driving too slow? The existing Loop 49 South has no option other than passing on the shoulder. Can TxDOT just construct a wider road? Wouldn't it be more expensive to widen the road later than it would be to construct a wider road now?
15	Which two lanes will be built first, the east or west lanes?
16	How is it cost effective to mail drivers a toll bill for 30 cents if they do not have a TxTag rather than to collect cash at toll booths?
17	What is the need for this project?
18	Supports the project, but is concerned about being able to pass slower drivers if only two lanes are constructed. Would prefer that a four-lane road be constructed for safety reasons, and urgs people to write letters to TxDOT supporting construction of a four-lane road. Truckers would be more likely to use the road if it is four lanes and this would generate more toll revenue than a two-lane road.
19	When will TxDOT select the alternative to be constructed?
20	If funds were available now, when would construction begin and end?
21	Do the affected landowners seem receptive to the project?
22	How long did it take to build Loop 49 South? How does TxDOT predict that it will take less time to construct this road, when it is longer than Loop 49 South?
23	Without proper funding, is TxDOT considering a two-lane road rather than a four-lane road?

Written Comment Summary

	Topic	Number of People
1	Support Alternative D	3
2	Support Alternative G	10
3	Do not support Alternative D	2
4	Does not want traffic lights on project	1
5	Wants project website updated	1
6	Does not support the project	1
7	Would prefer a four-lane roadway	1
	Total	**19**

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Lindale News & Times

Proudly Serving The Community Since 1900

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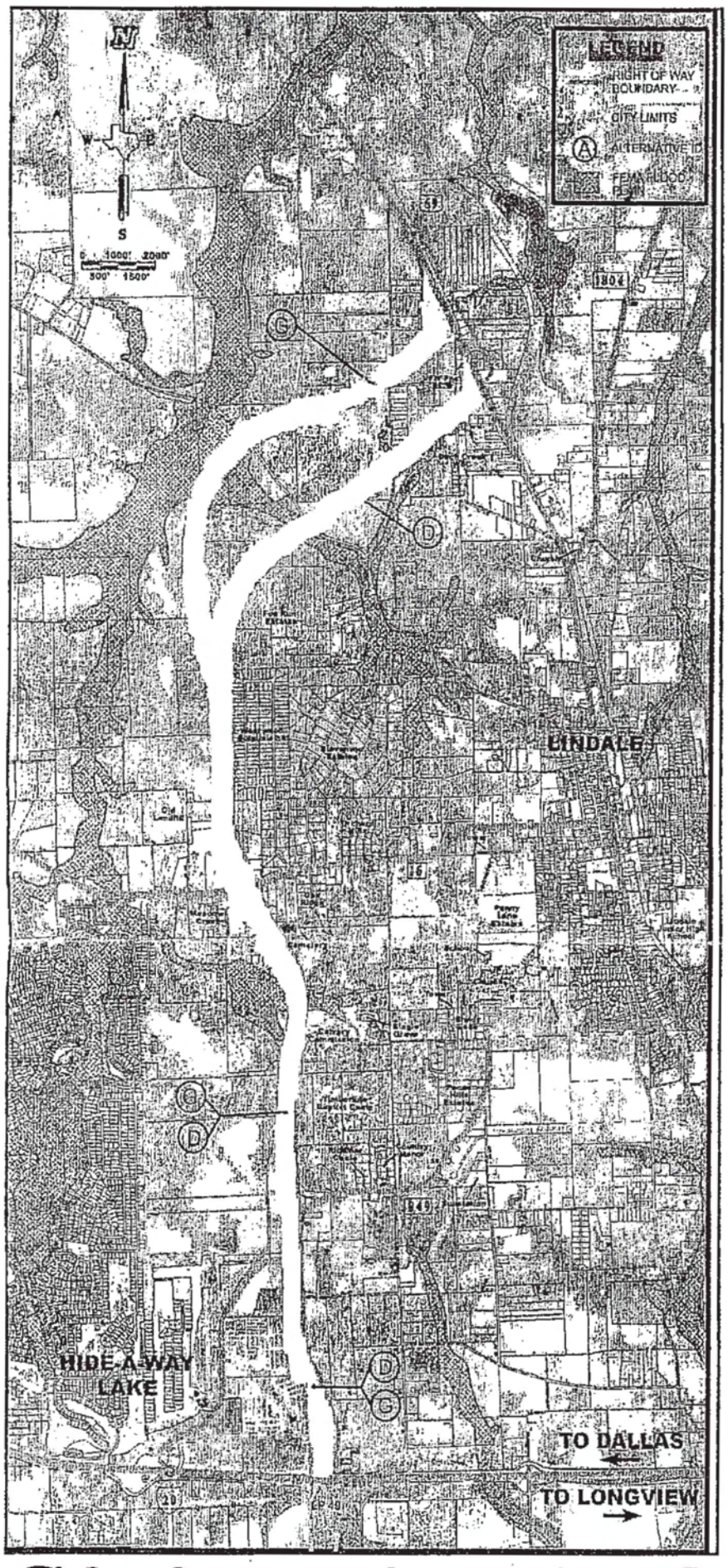

Two meetings Tuesday

TxDOT narrows route To pair of options

The Texas Department of Transportation will be seeking public input on two proposed route options for the Loop 49/U.S. 69 Lindale Relief Route at a pair of public meetings scheduled for Tuesday, Nov. 27 at the First United Methodist Church, located on FM 16 East in Lindale.

The first meeting, scheduled for 10 a.m., is for property owners along the proposed routes and government officials.

Reliever route description

The following is an unofficial description of the possible route the U.S. 69 Reliever could make through the Lindale-Hideaway area.

The south portion of the route begins north of I-20 at the planned intersection with Loop 49, west of County Road 411 but East of Hideaway.

It will continue north crossing FM 849 near the double curve, running west of Timberline Baptist Camp and Calvary Commission then turn northwest and pass east of Meadow Crest and west of Oak Ridge and the cemetery, before crossing FM 16.

It will continue north on the west side of the Westwood Subdivision to a point west of Fox Run Estates. The road could take one of two routes from this area.

The Route D proposal would run northeast and join the existing U.S. 69 south of the VFW Post. The Route G proposal would continue north before turning northeast to join the existing U.S. 69 approximately 1,500 feet from the south proposal, but north of the VFW post.

The second meeting, scheduled for 5 p.m., is for the general public.

"We're getting the proposed routes narrowed down," said TxDOT public information officer Larry Krantz.

In fact, after several public meetings and hundreds of comments from property owners, Krantz said TxDOT would only be discussing the proposed routes named "D" and "G."

"The biggest difference between the two is where they split off north of the old landfill," Krantz said. "We're confident that these routes will best serve the communities of Hideaway Lake and Lindale in the future."

TxDOT has discussed as many as seven proposed routes during nearly three years' worth of public meetings. The department has used public input and environmental study to narrow the route options.

See TXDOT page 4

Turkey heads

Early Childhood Center cafeteria workers Sue Hopson (L) and Karen Dickerson get into the spirit of the day with their outfits. The children were tickled to see the tasty turkey in such an unlikely location.

Giving thanks for Thanksgiving

By Jessica Brown
Staff Writer

When quizzed, the citizens of Lindale appear to have a lot to be thankful for this Thanksgiving holiday and are ready to celebrate.

"I am thankful for time with my family," Margo Sitton said. Another Lindale resident, Matthew White, concurred, "Thanksgiving is an opportunity to share with my loved ones. We are getting ready to have a child. This holiday might be a time of expansion of my family."

Lindale Library employee Hannah Gilbert described her Thanksgiving as at chance "to give thanks to God and spend time with my family. We have a large family, so it's nice to all get together on a major holiday."

The children of the city have decorated their school traditional Thanksgiving symbols. For example, Lindale Primary has glittery turkeys lining their hallways.

There is no doubt Thanksgiving conjures up images of Pilgrims, Native Americans and turkeys, but what area citizens are really celebrating is the vision of Sarah Hale and the social forces surrounding her in the late 1800s.

During the nineteenth century, Hale was the editor of Godey's Lady's Book.

Starting in 1846, Hale pushed for a 'Great American Festival' to be celebrated as Thanksgiving. She used her position as editor as a platform to teach both the public and government officials.

This is not to say there wasn't a Thanksgiving feast held in 1621 with the Pilgrims, but that meal wasn't celebrate today. The feast is believed to have covered the span of three days and consisted of indigenous food eaten without the assistance of utensils.

Instead of a day of worship and thanksgiving to a Christian deity and the benevolent Wampanoag Indians respectively, the meal was most likely a variant of an English harvest celebration The feast wasn't repeated, and the only reason modern Americans know of this feast is because of a brief mention of it Governor William Bradford's diary.

Rather Thanksgiving, as we celebrate it, is what historical scholars call an 'invented tradition' whose origins can be traced back to the nineteenth instead of the seventeenth century.

Before the 1800s, various celebrating family-centered harvest meals around the time of Thanksgiving, but it wasn't a nationwide trend and it wasn't considered a holiday.

Former presidents George Washington, John Adams and James Madison each made one-time proclamations for a day of more somber, religious thanksgiving, but didn't establish a recurring national holiday. Hale, familiar with the small regional feasts and the history of proclamations saw the idea of Thanksgiving as a good opportunity to unify both the country and American values with a new kind of holiday.

A few states, including Texas, heeded her call and made Thanksgiving a state holiday by the late 1850s, but it wasn't until 1863 that her dream of a national holiday was realized.

the nation was ready for a unifying holiday. In 1863 the country was being torn asunder by the Civil War. Lincoln saw the Thanksgiving holiday as a way to hopefully unite the public by shared traditions and, according to some history scholars, celebrate the victory at Gettysburg. Taking Hale's advice, he declared Thanksgiving to be a reoccurring national holiday to be held the last weekend in November.

At first, some southern states refused to participate in a Yankee holiday declared by Lincoln. But over time, social forces put pressure on the inhabitants of the 1800s and the modern version of Thanksgiving began to appeal to Yankee and Rebel alike.

One reason the idea of a family-centered holiday was especially popular was

tion had changed the lives of Americans radically just a few decades earlier. Before industrialism, America was a rural agricultural economy and dinners with extended family were not uncommon. But as the factories were built and work was increasingly preformed away from the family farm, families found themselves unable to spend as much time with one another. This absence resulted in a sense of nostalgia for the past when families could easily spend time and linger over dinner with one another. It also led to an elevation of the idea of home as a place for domestic tranquility and affectionate celebrations. Both of these social ideas influenced the creation and popularity of Thanksgiving as a family-centered holiday.

As long as the South

See THANKS Page 3

TxDOT To Seek Public Input On Proposed Route Options

The Texas Department of Transportation will be seeking public input on two proposed route options for the Loop 49/US 69 Lindale Relief Route at a pair of public meetings scheduled for Tuesday at the First United Methodist Church, located on Farm-to-Market Road 16 East in Lindale.

The first meeting, scheduled for 10 a.m., is for property owners along the proposed routes and government officials.

The second meeting, scheduled for 5 p.m., is for the general public. "We're getting the proposed routes narrowed down," said TxDOT public information officer Larry Krantz.

After several public meetings and hundreds of comments from property owners, Krantz said TxDOT would only be discussing the proposed routes named "D" and "G."

"The biggest difference between the two is where they split off north of the old landfill," Krantz said. "We're confident that these routes will best serve the communities of Hideaway Lake and Lindale in the future."

TxDOT has discussed as many as seven proposed routes during nearly three years' worth of public meetings. The department has used public input and environmental study to narrow the route options.

The project is tentatively scheduled break ground in 2011.

Tolling will allow the project to be funded through bond money now against future revenues the tolls will generate. Any toll revenues generated would go to pay back the borrowed money over time, meaning the highway will be built sooner rather than later. In the mean time, the first segment of Loop 49, located between US 69 south of Tyler and SH 155 southwest of Tyler, opened to traffic in August 2006, and registering approximately 1,400 vehicles per day.

The second segment of Loop 49, connecting US 69 and FM 756 or Paluxy Drive between Tyler and Whitehouse, is scheduled to open in December. The third segment, linking FM 756 and SH 110 in Whitehouse, is scheduled to break ground in early 2008.

TxDOT is also expanding US 69 between Lindale and Mineola from two lanes to four with a depressed grass median, as well as expanding US 69 from Mineola to Alba. Both projects are being expanded because of US 69's designation as a "Trunk Route" highway, meaning it is an alternative to north-south interstates.

Comments about the project can be made in writing, addressed to Randy Redmond, 2709 West Front Street, Tyler, Texas, 75702.

TEXAS DEPARTMENT OF TRANSPORTATION

Texas Department of Transportation

NEWS

Tyler District

CONTACT: Ladd Thompson, P.E. TELEPHONE: 903-569-2349
Date: November 27, 2007

NOTICE OF PUBLIC MEETING

The Texas Department of Transportation (TxDOT) will conduct a Project Alternatives Public Meeting on November 27, 2007 for the US 69/LP 49 North Lindale Reliever to present and discuss project alternatives along two corridors (Corridor D and Corridor G). Corridors D and G were shown at the previous Public Meeting held on May 22, 2007 and were recommended for further study based on the corridor study results. This Project Alternatives Public Meeting will begin with an open house from 5 p.m. to 6 p.m. with the formal presentation beginning at 6 p.m. at the First United Methodist Church of Lindale at 402 W. Hubbard, Lindale, Texas 75771.

The US 69 Reliever Route will ultimately relieve traffic through the City of Lindale. TxDOT is developing this project as a potential toll facility with a connection to the proposed Loop 49 at IH – 20. Attendees are encouraged to actively participate in the development of the evaluation of the Corridor D alternative and the Corridor G alternative. Public input is encouraged.

Questions and comments from the public regarding the social, environmental, and economic aspects of improvements will be considered in the environmental impact statement. Information about the proposed project is available for review at the office of Ladd Thompson, P.E., Mineola Assistant Area Engineer, 201 Northeast Loop 564 in Mineola, Texas. Mr. Thompson may be reached at (903) 569-2349. All interested persons are invited to attend the meeting.

Persons who have special communication or accommodation needs and plan to attend this meeting are encouraged to contact Larry Krantz at (903) 510-9267 at least two work days prior to the meeting. Since this meeting will be conducted in English, any requests for language interpreters should also be made at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

Sample Invitation Letter to November 22, 2007

Affected Property Owner/Participating Agency Letter

(86 sent to affected property owners)

DISTRICT FILE

Texas Department of Transportation

2709 W. FRONT STREET • TYLER, TEXAS 75702 • (903) 510-9100

November 1, 2007

Mr. & Mrs. Michael Deegan
15310 FM 849
Lindale, TX 75771

Dear Mr. & Mrs. Deegan:

You are invited to attend the US 69/LP 49 Participating Agency Meeting to be held on November 27, 2007 at the First United Methodist Church of Lindale at 402 W. Hubbard St., Lindale, Texas 75771. The meeting will begin at 10 a.m.

This meeting will include a presentation and discussion of project alternatives following two corridors (Corridor D and Corridor G) that were shown at the last Public Meeting held on May 22, 2007 and recommended for further study based on corridor study results.

As an affected property owner along the path of one or both of the project alternatives, you are invited to observe this Participating Agency Meeting to view the project alternatives and learn how these alternatives may be further evaluated.

Later that evening, TxDOT will host a Project Alternatives Public Meeting at the same location covering the same material. This meeting will be open to the general public beginning at 5 p.m. and should conclude by 8 p.m.

If you have any questions, please feel free to contact John Goodwin, P.E. with Bucher, Willis & Ratliff (BWR) at (903) 581-7844 or e-mail jgoodwin@bwrcorp.com or Ladd Thompson, P.E., TxDOT Project Manager at (903) 569-2349.

Sincerely,

Randall C Redmond

Randall C. Redmond, P.E.
Director of Transportation
Planning and Development

Texas Department of Transportation

Form 474
(Rev. 2/2004)
(GSD-EPC)
Page 1 of 1

ORDER AUTHORIZING ADVERTISEMENT

October 24, 2007

District: Tyler (10)

Order No.: 10-8-2338

Control: _____

Project: Lindale Reliever Route

Highway: US 69/Loop 49

County: Smith

Charge No.: _____

Publication Name:	Mailing Address:	Fax:	Phone:
Mineola Montior	PO Box 210, 75773	903-569-6836	903-569-2442

Attn: Advertisement Department

Please print the attached advertisement in your newspaper on the following date(s):

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			October 31, 2007			
			November 14, 2007			

Attach a clipping of the advertisement to your invoice.

Submit invoice to:

District Engineer
2709 W. Front Street
Tyler, Texas, 75702-7712

Please send invoice to above Office. If further information is needed, please contact **Larry Krantz (903) 510-9267**

IMPORTANT:
INVOICES MUST BE SUBMITTED WITHIN THIRTY (30) DAYS AFTER ADVERTISEMENT IS COMPLETED.

Sincerely,

Larry Krantz
Public Information Officer, TxDOT-Tyler Dist.

INSTRUCTIONS FOR ISSUING OFFICE:
Original to newspaper; (2) copies for purchase order file, (1) copy of which will support the invoice.

Issuing Office is to insert the Order Number.

The Texas Department of Transportation maintains the information collected through this form. With few exceptions, you are entitled on request to be informed about the information that we collect about you. Under §§552.021 and 552.023 of the Texas Government Code, you also are entitled to receive and review the information. Under §559.004 of the Government Code, you are also entitled to have us correct information about you that is incorrect. For inquiries call 512/416-2601.

Texas Department of Transportation

Form 474
(Rev. 2/2004)
(GSD-EPC)
Page 1 of 1

ORDER AUTHORIZING ADVERTISEMENT

October 24, 2007

District: Tyler (10)

Order No.: 10-8-2339

Control:

Project: Lindale Reliever Route

Highway: US 69/Loop 49

County: Smith

Charge No.:

Publication Name:	Mailing Address:	Fax:	Phone:
Lindale News&Times	104 S. Main St.,	903-882-8234	903-882-8880

Attn: Advertisement Department

Please print the attached advertisement in your newspaper on the following date(s):

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			October 31, 2007			
			November 14, 2007			

Attach a clipping of the advertisement to your invoice.

Submit invoice to:

District Engineer
2709 W. Front Street
Tyler, Texas, 75702-7712

Please send invoice to above Office. If further information is needed, please contact **Larry Krantz (903) 510-9267**

IMPORTANT:
INVOICES MUST BE SUBMITTED WITHIN THIRTY (30) DAYS AFTER ADVERTISEMENT IS COMPLETED.

Sincerely,

Larry Krantz
Public Information Officer, TxDOT-Tyler Dist.

INSTRUCTIONS FOR ISSUING OFFICE:
Original to newspaper; (2) copies for purchase order file, (1) copy of which will support the invoice.

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Texas Department of Transportation

Form 474
(Rev. 2/2004)
(GSD-EPC)
Page 1 of 1

ORDER AUTHORIZING ADVERTISEMENT

October 24, 2007

District: Tyler (10)

Order No.: 10-8-2340

Control: _____

Project: Lindale Reliever Route

Highway: US 69/Loop 49

County: Smith

Charge No.: _____

Publication Name:	Mailing Address:	Fax:	Phone:
La Opinion	PO Box 8340, 75766	903-586-7016	903-586-0827

Attn: Advertisement Department

Please print the attached advertisement in your newspaper on the following date(s):

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			October 31, 2007			
			November 14, 2007			

Attach a clipping of the advertisement to your invoice.

Submit invoice to:

District Engineer
2709 W. Front Street
Tyler, Texas, 75702-7712

Please send invoice to above Office. If further information is needed, please contact **Larry Krantz (903) 510-9267**

IMPORTANT:
INVOICES MUST BE SUBMITTED WITHIN THIRTY (30) DAYS AFTER ADVERTISEMENT IS COMPLETED.

Sincerely,

Larry Krantz
Public Information Officer, TxDOT-Tyler Dist.

INSTRUCTIONS FOR ISSUING OFFICE:
Original to newspaper; (2) copies for purchase order file, (1) copy of which will support the invoice.

Issuing Office is to insert the Order Number.

The Texas Department of Transportation maintains the information collected through this form. With few exceptions, you are entitled on request to be informed about the information that we collect about you. Under §§552.021 and 552.023 of the Texas Government Code, you also are entitled to receive and review the information. Under §559.004 of the Government Code, you are also entitled to have us correct information about you that is incorrect. For inquiries call 512/416-2601.

Texas Department of Transportation

Form 474
(Rev. 2/2004)
(GSD-EPC)
Page 1 of 1

ORDER AUTHORIZING ADVERTISEMENT

October 24, 2007

District: Tyler (10)

Order No.: 10-8-2341

Control: _____

Project: Lindale Reliever Route

Highway: US 69/Loop 49

County: Smith

Charge No.: _____

Publication Name:	Mailing Address:	Fax:	Phone:
Tyler Morning-Telegraph	Po Box 2030, 75710	903-595-0335	903-597-8111

Attn: Advertisement Department

Please print the attached advertisement in your newspaper on the following date(s):

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
October 28, 2007						
November 18, 2007						

Attach a clipping of the advertisement to your invoice.

Submit invoice to:

District Engineer
2709 W. Front Street
Tyler, Texas, 75702-7712

Please send invoice to above Office. If further information is needed, please contact **Larry Krantz (903) 510-9267**

IMPORTANT:
INVOICES MUST BE SUBMITTED WITHIN THIRTY (30) DAYS AFTER ADVERTISEMENT IS COMPLETED.

Sincerely,

Larry Krantz
Public Information Officer, TxDOT-Tyler Dist.

INSTRUCTIONS FOR ISSUING OFFICE:
Original to newspaper; (2) copies for purchase order file, (1) copy of which will support the invoice.

Issuing Office is to insert the Order Number.

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Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
Glenda Staples		
Lawrence Bradford		
Stacy+Carla Bateman		

Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
Jerry Terry		
Amy Cranell		
Christine Hasselbeck		
John Kuhl		
Doug Nicholson		
Charley Miller		

Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
Alfred C Griffin		
Jeff Cox		
Kirk Houser		
Bill & Donna Liebe		
Billy Black		
[illegible]		
David F. [illegible]		
Ralph Page		
Richard Graham		
Robert Antonelli Rogers		

Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
Don Brandt Post		
James & Dorothy Jones 14128 CR 4116 Lindale, TX 75771		
Paul Dorsey		
James Rayfro		
J Dunson		
Robert Nelson		
Renee Smith		
John Cleary		
Heather Nick		
Barbara Holly		

Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
Douglas R Crawford		
Charles Lane		
Jeff Nail		
Harold Spidle		
Danny Boone		
Mike Tomlinson		
Jim Burk		
Charles & Bonnie Carter		
Kyle Waggoner		
Shirley Joyce Acy		

Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
BILL KASHOUTY		
DANNY Foskee		
Charles Klemme		
JANELL KLEMME		
Annett Bruner		
Stan Bruner		
Bill Story		
Dale Boggs		
Nip CHERIE PARSONS		
Shelbie Clark		

Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
Howard Beggs		
Todd Richardson		
Charlotte Fauss		
Joe Fauss		
Julie Petre		
Charles West		
Jeannie Tomlinson		
Misty Haley		
Timmy Hawley		
Glenn MALLORY		

Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
Gerardo Praytor		
JAMES E. DOHARY		
STEVE LITTLEFIELD		
SHANE CUNNINGHAM		
Walt Lehmann		
TOMMY DOSS		
Lewis Warren		
Matt Jennings		
Buddy & LaDonna Chatman		
DAVID IVINS		

Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
[illegible] Johnson		
Walter L Jamy		
Clay Bynum		
W. D. CRAIG		
Linda Lockhart		
Wanda Sullivan		
Ronnie Morgan City Council		
Robert Landry Lindale		
BARBARA MALEY		
Warren Bradford		

Texas Department of Transportation

Third Participating Agency Meeting and Workshop
US 69 Lindale Reliever Route
First United Methodist Church Lindale
November 27, 2007

Name	Entity/Address/E-Mail	Phone
E. Ray Keen		
Jim T. Meredith		
Mike McClenny		
Chris Banks		
Don Sullivan		
ADRIENNE GRAHAM		
Karen Hardin		
Dorothy Copper		
Bob Bradford		
Jim MALLORY		

US 69/LP 49 North
Lindale Reliever
Smith County

Public Meeting – Comment Sheet

First United Methodist Church of Lindale
402 W. Hubbard
Lindale, Texas
November 27, 2007
5:00 p.m.

Thank you for attending this meeting. Information is a vital part of the project process, and your participation is greatly appreciated.

Comments on the proposed project are requested. You may:

1. Please drop your comments into the comment boxes, or
2. Affix a stamp and mail to the address listed on the bottom of this form no later than December 10, 2007, so that your comments will be included in the public record for this public meeting.

Comments:
Definately want Route G –
Considering the time line, we will be building more storage units at Hide-IT-AWAY Self Storage

Please use additional pages if necessary.

Please include your name and mailing address.

Name: Kleommes, Laber, Materials Company (dba Hide IT AWAY SELF STORAGE) KLemCo, INC.

Mailing Address: 618 Hideaway Lane East
Hideaway, TX 75771-5302

Phone No.: 903 882 3126 or 903 530 6862

Return to: TxDOT, Attention: Mr. Randall C. Redmond, P.E.
Texas Department of Transportation
2709 West Front Street
Tyler, Texas 75702-7712

Texas Department of Transportation

US 69/LP 49 North
Lindale Reliever
Smith County

Public Meeting – Comment Sheet

First United Methodist Church of Lindale
402 W. Hubbard
Lindale, Texas
November 27, 2007
5:00 p.m.

Thank you for attending this meeting. Information is a vital part of the project process, and your participation is greatly appreciated.

Comments on the proposed project are requested. You may:

1. Please drop your comments into the comment boxes, or
2. Affix a stamp and mail to the address listed on the bottom of this form no later than December 10, 2007, so that your comments will be included in the public record for this public meeting.

Comments:

The no build should not be an option. Route D is not good, Route G is the best it effects less commercial business's that are already in place

Route D badly effects me I have comm. property on Hwy 69 & I do not want it to become a property on some access road (CR ?) unless you can get me 2 acces on 69

Please use additional pages if necessary.

Please include your name and mailing address.

Name: Chris Banks

Mailing Address: P.O B 2613

Lindale Tx 75771

Phone No.: 882 7574

Return to: TxDOT, Attention: Mr. Randall C. Redmond, P.E.
Texas Department of Transportation
2709 West Front Street
Tyler, Texas 75702-7712

Texas Department of Transportation

US 69/LP 49 North
Lindale Reliever
Smith County

Public Meeting – Comment Sheet

First United Methodist Church of Lindale
402 W. Hubbard
Lindale, Texas
November 27, 2007
5:00 p.m.

Thank you for attending this meeting. Information is a vital part of the project process, and your participation is greatly appreciated.

Comments on the proposed project are requested. You may:

1. Please drop your comments into the comment boxes, or
2. Affix a stamp and mail to the address listed on the bottom of this form no later than December 10, 2007, so that your comments will be included in the public record for this public meeting.

Comments: SPEAKING FOR MYSELF, AND I'm SURE MY NEIGHBORS IN FOX RUN ADDITION, I OF COURSE PREFER ROUTE "G". MY HOME IN FOX RUN IS MY RETIREMENT HOME - THE PLACE I PLAN TO LIVE IN THE REST OF MY LIFE. WHEN MY WIFE & I BUILT OUR BEAUTIFUL HOME, WE DID NOT FORSEE A FREEWAY RUNNING BY SO CLOSE TO OUR COUNTRY HOME. FROM THE STANDPOINT OF NOISE, POLLUTION AND ENVIRONMENTAL IMPACTS TO MOST OF THE HOMESTEADS ALONG THE ROUTE, "G" WILL HAVE THE LEAST IMPACT. I UNDERSTAND A VERY TALL OVERPASS WILL BE NECESSARY WITH ROUTE "D", AND I'm VERY CONCERNED THAT I AND MY NEIGHBORS WILL BE ABLE TO VIEW THIS FROM OUR HOMESTEADS. PLEASE, PLEASE USE ROUTE G. THANK YOU.

Please use additional pages if necessary.

Please include your name and mailing address.

Name: CHARLES WESTERFELD

Mailing Address: 16441 FOX RUN
LINDALE, TX. 75771

Phone No.: (903) 881-9222

Return to: TxDOT, Attention: Mr. Randall C. Redmond, P.E.
Texas Department of Transportation
2709 West Front Street
Tyler, Texas 75702-7712

DISTRICT FILE

Texas Department of Transportation

2709 W. FRONT STREET • TYLER, TEXAS 75702 • (903) 510-9100

January 8, 2007

Mr. Charles Westerfeld
16441 Fox Run Lane
Lindale, TX 75771

Dear Mr. Westerfeld:

Thank you for providing your comments for the US 69 / LP 49 North Lindale Reliever Route Public Meeting held on November 27, 2007. We are compiling and reviewing the comments provided by each of the participants. Your comments will be considered during the selection of the alternative for further study and will be included as part of the environmental documentation for this project.

The next step for the US 69 / LP 49 North Lindale Reliever Route will be to evaluate the project alternatives on cost, engineering, safety, access, social environment, and natural environment criteria in order to select a Preferred Alternative to further study in the Draft Environmental Impact Statement (DEIS). Identifying this alternative is anticipated to occur this winter and will be followed with a Public Meeting in the spring. After the DEIS is approved, a Public Hearing will be conducted for the project and work will continue with development of the Final Environmental Impact Statement (FEIS).

Public involvement is a vital part of project development and your participation is greatly appreciated. We encourage you to continue to be involved.

Sincerely,

Randall C Redmond

Randall C. Redmond, P.E.
Director of Transportation Planning & Development

Estancia

22282 County Road 431, Lindale, Texas 75771 • Tel: 903.882.7133 • Fax: 903.882.7138 • hds@sabinevalley.com

Mr. Ladd Thompson, P.E.
TxDOT-Tyler District
201 Northeast Loop 564
Mineola, TX 75773

January 1, 2008

Subject: Lindale Reliever, alternatives D and G

Ladd, this is in reference to the subject, discussed at some length at the 11/27/2007 meeting in Lindale. And since both proposed routes substantially affect our 200 acre property bordering C.R. 431, this is to offer some further thoughts for your consideration.

In regard to alternative D, I noted in John Goodwin's presentation his comment about the need for deep cuts and very high bridgework (across our property) as the right-of-way sweeps from north bound to northeast. In which regard, I know the topography well and can offer that should the proposed radius be moved but a couple of hundred yards toward the southeast, both concerns would be obviated. And that such a change might require less ROW from our land is of course an added benefit!

Now to alternative G. To us, this one is the lesser of the two evils, but we are sad to note that it bifurcates the most beautiful low meadows on the property. Thus, anything which can be done to move the final ROW radius a bit to the northwest would be most appreciated. And in which regard, were such rearranging to be found satisfactory to us, we are prepared to grant, free of charge, all encroached lands required for that right-of-way. I look forward, at your earliest convenience, to speaking with you further about these ideas.

Sincerely,

Harold Spidle

F-9 Recommended Preferred Alternative Participating Agency/Affected Landowner Public Meeting Documentation – June 10, 2008

TEXAS DEPARTMENT OF TRANSPORTATION

Texas Department of Transportation

NEWS

Tyler District

CONTACT: Ladd Thompson, P.E. **TELEPHONE: 903-569-2349**
Date: May XX, 2008

NOTICE OF PUBLIC MEETING

The Texas Department of Transportation (TxDOT) will conduct a Recommended Preferred Alternative Public Meeting on June 10, 2008 for the proposed US 69/LP 49 North Lindale Reliever to present and discuss the recommended project design. The recommended project design follows Alternative G shown at the previous Public Meeting held on November 27, 2007 and is the result of public involvement, environmental studies, and engineering studies performed to date. This Recommended Preferred Alternative Public Meeting will begin with an open house from 4 p.m. to 6 p.m. and follow with a formal presentation at 6 p.m. at the First United Methodist Church of Lindale at 402 W. Hubbard, Lindale, Texas 75771.

The US 69 Reliever Route will ultimately relieve traffic through the City of Lindale. TxDOT is developing this project as a potential toll facility with a connection to the proposed Loop 49 at IH – 20. Attendees are encouraged to actively participate in the development of the evaluation of the Preferred Project Design. Public input is encouraged.

Questions and comments from the public regarding the social, environmental, and economic aspects of improvements will be considered in the environmental impact statement. Information about the proposed project is available for review at the office of Ladd Thompson, P.E., Mineola Assistant Area Engineer, 201 Northeast Loop 564 in Mineola, Texas. Mr. Thompson may be reached at (903) 569-2349. All interested persons are invited to attend the meeting.

Persons who have special communication or accommodation needs and plan to attend this meeting are encouraged to contact Larry Krantz at (903) 510-9267 at least two work days prior to the meeting. Since this meeting will be conducted in English, any requests for language interpreters should also be made at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

Sample Letter of Affected Landowner Letters

For June 10, 2008 Joint Participating Agency/Public Meeting

DISTRICT FILE

Texas Department of Transportation

2709 W. FRONT STREET • TYLER, TEXAS 75702 • (903) 510-9100

May 13, 2008

Mr. & Mrs. John B. Fox, Jr.
5796 Stowell Drive
Frisco, TX 75035

Dear Mr. & Mrs. Fox, Jr.:

You are invited to attend the US 69/LP 49 joint Participating Agency/Public Meeting on June 10, 2008 at the First United Methodist Church of Lindale at 402 W. Hubbard St., Lindale, Texas 75771. The open house style meeting will be from 4 p.m. to 6 p.m. with a formal presentation beginning at 6 p.m. and concluding at 7 p.m.

This meeting will include a presentation discussing the technically preferred alignment. The preferred alignment is corridor G.

If you have any questions, please feel free to contact John Goodwin, P.E. with Bucher, Willis & Ratliff (BWR) at (903) 581-7844 or e-mail jgoodwin@bwrcorp.com or Ladd Thompson, P.E., TxDOT Project Manager at (903) 569-2349.

Sincerely,

Randall C Redmond

Randal C. Redmond, P.E.
Director of Transportation
Planning and Development

Sample Letter of Participating Agency Coordination Letters Sent For June 10, 2008 Joint Participating Agency/Public Meeting

DISTRICT FILE

Texas Department of Transportation

2709 W. FRONT STREET • TYLER, TEXAS 75702 • (903) 510-9100

May 13, 2008

Ms. Heather Nick
City of Tyler
423 W. Ferguson Street
Tyler, TX 75702

Dear Ms. Nick:

You are invited to attend the US 69/LP 49 joint Participating Agency/Public Meeting on June 10, 2008 at the First United Methodist Church of Lindale at 402 W. Hubbard St., Lindale, Texas 75771. The open house style meeting will be from 4 p.m. to 6 p.m. with a formal presentation beginning at 6 p.m. and concluding at 7 p.m.

This meeting will include a presentation discussing the technically preferred alignment. The preferred alignment is corridor G.

If you have any questions, please feel free to contact John Goodwin, P.E. with Bucher, Willis & Ratliff (BWR) at (903) 581-7844 or e-mail jgoodwin@bwrcorp.com or Ladd Thompson, P.E., TxDOT Project Manager at (903) 569-2349.

Sincerely,

Randall C Redmond

Randal C. Redmond, P.E.
Director of Transportation
Planning and Development

Texas Department of Transportation

2709 W. FRONT STREET • TYLER, TEXAS 75702 • (903) 510-9100

June 10, 2008

Welcome,

On behalf of the Texas Department of Transportation (TxDOT), I want to thank you for attending this US 69/LP 49 Lindale Reliever Route Public Meeting.

As you enter the Public Meeting, you will notice displays that show the technical preferred alignment. TxDOT staff are available to discuss the displays and the answer your questions.

This Public Meeting is being held as an open house style meeting from 4:00 p.m. until 6:00 p.m. with a formal presentation beginning at 6 p.m. For your convenience, a comment form is included in this packet which can be used for written comments. You may leave these comments in marked boxes on the registration table or you can mail them to the address indicated on the sheet. Please return them by 5:00 p.m. June 20, 2008. Your input is always welcome at TxDOT.

Thank you for attending this Public Meeting. Public involvement is a vital part of the TxDOT project development process and we sincerely appreciate your participation.

Sincerely,

Randal C Redmond

Randal C. Redmond
Director of Transportation,
Planning and Development

RECOMMENDED PREFERRED ALT (G)
US 69 / LP 49 NORTH
LINDALE RELIEVER

US 69 Reliever Route at
First United Methodist Church Lindale

Environmental Impact Statement
Fourth Scoping Public Meeting

COMMENT SHEET

First United Methodist Church Lindale
Lindale, Texas
June 10, 2008 at 4:00 p.m.

Thank you for attending this scoping meeting. Public information is a vital part of the project process and your participation is greatly appreciated. We need your comments on the purpose and need for this new highway.

Comments on the proposed project are requested. You may:

1. Turn in written comments at this meeting using this form.
2. Provide verbal comments to the court reporter.
3. Mail in your written comments to the address on the bottom of this form.

Comments:

_____
_____
_____
_____
_____
_____
_____
_____

Please use additional pages if necessary.

Please include your name and mailing address.

Name: _____

Mailing Address: _____

_____

If you choose to mail your comments, they must be received prior to 5:00 p.m., June 20, 2008.

Return to: TxDOT, Attention: Mr. Randal C. Redmond, P.E.
2709 W. Front Street,
Tyler, Texas 75702

---------- Fold Here ----------

Place
Stamp
Here

Mrs. Mary M. Owen, P.E.
Tyler District Engineer
Attn.: Mr. Randall C. Redmond, P.E.
Texas Department of Transportation
2709 West Front Street
Tyler, Texas 75702-7712

June 2008 Public Meeting - Summary of Comments			
Comment	**Number of Comments Received**		
	Written	**Verbal**	**Total**
Supports project/preferred alternative	4	2	6
Concerned about access to property	1		1
Suggests light rail be considered		1	1
Feels that project is unnecessary		1	1
Would like to know when new ROW would be acquired		1	1
Would like to know if tolling will speed construction of the new road		1	1
Would like to know what plans are in place to deal with traffic in the event that the no build alternative is enacted		1	1
Concerned that toll raod will not be used if gas prices continue to rise		1	1
Would like to know objective of project		1	1
Would like to know how many people have attended all of past public involvement opportunities for this project		1	1
Total	**5**	**10**	**15**

Texas Department of Transportation

PUBLIC MEETING SIGN-IN SHEET
ELECTED PUBLIC OFFICIALS
US 69 Lindale Reliever Route – June 10, 2008

PRINT NAME	PUBLIC OFFICIAL TITLE	MAILING ADDRESS CITY , STATE, ZIP CODE, TELEPHONE & FAX NUMBER
BILL KASHOUTY		
JEFF DAUGHERTY		

Texas Department of Transportation

PUBLIC MEETING SIGN-IN SHEET
ELECTED PUBLIC OFFICIALS
US 69 Lindale Reliever Route – June 10, 2008

PRINT NAME	PUBLIC OFFICIAL TITLE	MAILING ADDRESS CITY , STATE, ZIP CODE, TELEPHONE & FAX NUMBER
Owen Scott		
Jeff Daughtry		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 4
US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
BILL KASHOUTY		
CHARLES LANE		
[illegible]		
Jerry Terry		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 4
US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Larry + Linda Lockhart		
Janice Soper		
Grace Young		
Christopher Young		
Bob Collins		
Sparland		
James + Dorothy Jones		
Vincent Adkins		
Ronnie Henderson		

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Environmental Impact Statement Scoping Public Meeting 4
US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Harold Vaughn		
Clifford Bentley		

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US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

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Name	Entity/Address	Phone
Jim "N. Kelley		
Cecil Jones		
Shelia Ashe		
Buddy Kinsle		

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US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

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Name	Entity/Address	Phone
Misty Holley		
H.R. Wayles		
Dan Sowers		
Patrick Mea		
John Clary		
Robert Daugherty		
William C Kachlic		
Howard Beggs		
Jimmie Brewster		
Carla Bateman		

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US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

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Name	Entity/Address	Phone
Harold Spidle		
Kent Schreiber		
Jeff Voyles		
Janice Klemme		
Charles Klemme		
James E. Etheridge		
[illegible]		
Patsy Oakley		
Celia Barnell		
Jean McKay		

Environmental Impact Statement Scoping Public Meeting 4
US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
...annette Bailey		
Don Bailey		
[illegible]		
...on Sullivan		
Bobby McClenny		
Mike + Jeanna Tomlin...		
[illegible]		
Mike McClenny		
...mmy Boone		
James T Cleaner		

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 4
US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Barham Fisher		
Owen Scott		
Chris Banks		
Walter L James		
Charlie Varnell		
Gerald Harrell		
Kevin Hamaker		
Tom Berne		
Joseph H Weisenseeker		
James Lockhart		

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Environmental Impact Statement Scoping Public Meeting 4
US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

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Name	Entity/Address	Phone
Barbara Holly		
Tony Filippini		
Greg Evans		
Glen Coinart		
Joe + Judy Wilson		
John Williams		
Louise + Bob Johnson		
Danny + Sarah Thompson		
V/P Parson		
Chas Culp		

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US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Robert Lockhart		
mrs Walter Jones		
Don Wines		
Jean Hook		
Jeff & Deborah Nail		
K. Dale Beggs		
[illegible]		
[illegible]		
Jo Beaumont		
Leeann Greever		

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US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Sharon Fisher		
Danny Parker		
Celeste Young		
Chris + Barbara Young		
Kent + Glenda Slaton		
Bennie Rollins		
Carroll R. Anderson		
Charles Morphis		
Ed & Susan Putka		
Stacy [illegible]		

TXDOT

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 4
US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
John B Goodwin		
TOMMY DOSS		
Shelley Mathis		
Ted Pittinger		
LARRY KLEIN		
Matt Jennings		
Mary Meyland		

TxD201

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 4
US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
Joe Moore		
CHRISTINE CROSBY		

TxDOT

Texas Department of Transportation

Environmental Impact Statement Scoping Public Meeting 4
US 69 Lindale Reliever Route
First United Methodist Church Lindale
June 10, 2008

PLEASE PRINT CLEARLY

Name	Entity/Address	Phone
PAUL SCHNEIDER		
AMY STOTTS		
LADD THOMPSON		
Jay Tuller		
Dale Booth		
Donna West		
Larkin Shaw		
Jacques Fontenot		
Lewis Warren		
Kenneth Boren		

Texas Department of Transportation

US 69 Reliever Route at First United Methodist Church Lindale

Environmental Impact Statement
Fourth Scoping Public Meeting

COMMENT SHEET

First United Methodist Church Lindale
Lindale, Texas
June 10, 2008 at 4:00 p.m.

Thank you for attending this scoping meeting. Public information is a vital part of the project process and your participation is greatly appreciated. We need your comments on the purpose and need for this new highway.

Comments on the proposed project are requested. You may:

1. Turn in written comments at this meeting using this form.
2. Provide verbal comments to the court reporter.
3. Mail in your written comments to the address on the bottom of this form.

Comments: I did not understand that there would never be an entrance from C.R. 431 (which is a major road for us out here) on to Loop 49. What would it take to address this issue. It was my understanding that "one day" there would be an on ramp. Would a petition drive be appropriate? I would like to discuss this with someone in a leadership position about this.

Please use additional pages if necessary. (Home - 903-882-9444 Cell - 903-521-2421)

Please include your name and mailing address.

Name: Barbara Young

Mailing Address: 19855 C.R. 444
Lindale, TX. 75771

If you choose to mail your comments, they must be received prior to 5:00 p.m., June 20, 2008.

Return to: TxDOT, Attention: Mr. Randal C. Redmond, P.E.
2709 W. Front Street,
Tyler, Texas 75702

Texas Department of Transportation

US 69 Reliever Route at First United Methodist Church Lindale

Environmental Impact Statement Fourth Scoping Public Meeting

COMMENT SHEET

First United Methodist Church Lindale
Lindale, Texas
June 10, 2008 at 4:00 p.m.

Thank you for attending this scoping meeting. Public information is a vital part of the project process and your participation is greatly appreciated. We need your comments on the purpose and need for this new highway.

Comments on the proposed project are requested. You may:

1. Turn in written comments at this meeting using this form.
2. Provide verbal comments to the court reporter.
3. Mail in your written comments to the address on the bottom of this form.

Comments:
We feel like the best route was chosen for the reliever route. All things were considered and everyone was given an opportunity to participate. We visited with Mr. Kuhl and both and both were very helpful
We hope things go smoothly as they continue.

Please use additional pages if necessary.

Please include your name and mailing address.

Name: Tom/Jeannette Bailey

Mailing Address:

If you choose to mail your comments, they must be received prior to 5:00 p.m., June 20, 2008.

Return to: TxDOT, Attention: Mr. Randal C. Redmond, P.E.
2709 W. Front Street,
Tyler, Texas 75702

US 69 Reliever Route at
First United Methodist Church Lindale

Environmental Impact Statement
Fourth Scoping Public Meeting

COMMENT SHEET

First United Methodist Church Lindale
Lindale, Texas
June 10, 2008 at 4:00 p.m.

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Comments on the proposed project are requested. You may:

1. Turn in written comments at this meeting using this form.
2. Provide verbal comments to the court reporter.
3. Mail in your written comments to the address on the bottom of this form.

Comments:
We have 4 acres adjacent to Hwy 69 that would be divided down the middle leaving us no access to the approximate 2 acres that would be left. What would be your proposal to either provide access to what's left or to purchase the entire 4 acres?

Please use additional pages if necessary.

Please include your name and mailing address.

Name: John & Misty Holey

Mailing Address:

If you choose to mail your comments, they must be received prior to 5:00 p.m., June 20, 2008.

Return to: TxDOT, Attention: Mr. Randal C. Redmond, P.E.
2709 W. Front Street,
Tyler, Texas 75702

US 69 Reliever Route at
First United Methodist Church Lindale

Environmental Impact Statement
Fourth Scoping Public Meeting

COMMENT SHEET

First United Methodist Church Lindale
Lindale, Texas
June 10, 2008 at 4:00 p.m.

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Comments on the proposed project are requested. You may:

1. Turn in written comments at this meeting using this form.
2. Provide verbal comments to the court reporter.
3. Mail in your written comments to the address on the bottom of this form.

Comments: [illegible]

Please use additional pages if necessary.

Please include your name and mailing address.

Name: [illegible]

Mailing Address:

If you choose to mail your comments, they must be received prior to 5:00 p.m., June 20, 2008.

Return to: TxDOT, Attention: Mr. Randal C. Redmond, P.E.
2709 W. Front Street,
Tyler, Texas 75702

US 69 Reliever Route at First United Methodist Church Lindale

Environmental Impact Statement Fourth Scoping Public Meeting

COMMENT SHEET

First United Methodist Church Lindale
Lindale, Texas
June 10, 2008 at 4:00 p.m.

Thank you for attending this scoping meeting. Public information is a vital part of the project process and your participation is greatly appreciated. We need your comments on the purpose and need for this new highway.

Comments on the proposed project are requested. You may:

1. Turn in written comments at this meeting using this form.
2. Provide verbal comments to the court reporter.
3. Mail in your written comments to the address on the bottom of this form.

Comments:
I DANNY Foskee Dont think it is Right to take To tal Acceles Away From My Property. Any StAtee Person in my Shoes would Feel the same. I'm not ~~[illegible]~~ Trying to Stop Any thing I would Like to think thAt I Am Being Treated Fare.

Danny Foskee

Please use additional pages if necessary.

Please include your name and mailing address.

No one Has meet with me at Any Time!

Name: Danny Foskee

Mailing Address:

If you choose to mail your comments, they must be received prior to 5:00 p.m., June 20, 2008.

Return to: TxDOT, Attention: Mr. Randal C. Redmond, P.E.
2709 W. Front Street,
Tyler, Texas 75702

Texas Department of Transportation

US 69 Reliever Route at First United Methodist Church Lindale

Environmental Impact Statement
Fourth Scoping Public Meeting

COMMENT SHEET

First United Methodist Church Lindale
Lindale, Texas
June 10, 2008 at 4:00 p.m.

Thank you for attending this scoping meeting. Public information is a vital part of the project process and your participation is greatly appreciated. We need your comments on the purpose and need for this new highway.

Comments on the proposed project are requested. You may:

1. Turn in written comments at this meeting using this form.
2. Provide verbal comments to the court reporter.
3. Mail in your written comments to the address on the bottom of this form.

Comments: I think you have a good plan.

Please use additional pages if necessary.

Please include your name and mailing address.

Name: Charles Morphis

Mailing Address

If you choose to mail your comments, they must be received prior to 5:00 p.m., June 20, 2008.

Return to: TxDOT, Attention: Mr. Randal C. Redmond, P.E.
2709 W. Front Street.
Tyler, Texas 75702

F-10 Feasibility Study for the Lindale Reliever Route

FEASIBILITY STUDY

FOR

LINDALE RELIEVER ROUTE

IN

SMITH COUNTY

PRESENTED TO

TxDOT – TYLER DISTRICT

May 15, 2001

BUCHER, WILLIS & RATLIFF
CORPORATION

TXDOT
TYLER DISTRICT

FEASIBILITY STUDY

LINDALE RELIEVER ROUTE IN SMITH COUNTY

CSJ NO. 0190-03-043

APPENDICES

A. Exhibits
B. Photos
C. Traffic Data
D. Right-of-way and Construction Cost Data
E. Steering Committee Meeting Minutes

TXDOT
TYLER DISTRICT

FEASIBILITY STUDY

LINDALE RELIEVER ROUTE IN SMITH COUNTY

I. INTRODUCTION

Bucher, Willis & Ratliff Corporation (BWR) was authorized by the Texas Department of Transportation (TxDOT) Tyler District to perform a Feasibility Study for US 69 Reliever Route at the City of Lindale, Texas. The specific scope of services for this Feasibility Study is contained in Contract No. 10-945P5001, Phase I, executed by TxDOT on March 22, 1999.

The study area was limited to an approximate five-mile by five-mile area north of Interstate Highway 20 roughly centered on the existing US 69 route (see Exhibit I-1). The major factor considered in the study was north-south mobility along US 69 from IH 20 to north of the City of Lindale.

The City of Lindale, Texas (population 2,677) is located in northwestern Smith County between the Neches River and Sabine River (see Exhibit I-2). The city is located approximately 100 miles east of Dallas and approximately 12 miles northwest of Tyler along US Highway 69. US 69 has experienced an increase in local traffic due to growth of the area surrounding Tyler and industrial and commercial growth in and around the City of Lindale, including the new Target Distribution Center on IH 20 west of the city.

A steering committee was selected to aid and advise TxDOT of community related issues affecting the various routes. The committee was comprised of various local elected officials, business interests and citizens of Lindale.

The results of the study contained herein include existing conditions, route alternatives, proposed section, environmental concerns and preliminary assessment of impacts, traffic analysis, assessment of community support, and conclusions and recommendations.

II. EXISTING CONDITIONS

US 69 is currently a four-lane, 80-ft, flush median section north of IH 20 within approximately 160 feet of right-of-way. This section continues north for approximately two miles then transitions to a 76-ft. four-lane with continuous left-turn lane section through the heart of Lindale's central business district within 100 feet of right-of-way. This section transitions back out to a 80-ft., four-lane flush median section within 135 feet of right-of-way and continues north approximately one mile to the location where it transitions to a 40-ft. two-lane rural section within approximately 150 feet of right-of-way. BWR is currently under contract with TxDOT to widen the section from where it transitions to two lanes north approximately ten miles to the City of Mineola. Construction on this section of the widening is anticipated to begin in 2002.

US 69 is one of the corridors in the state selected by the Texas Transportation Commission as part of the Texas Trunk System in 1990. In May of 1998, 831 miles of rural highway in Texas was approved to be widened as part of the Texas Truck System. US 69 in the area of Lindale was included on their list as a northeast region corridor from Tyler to Decatur, which includes US 69 and US 380 (see Exhibit II-1). This corridor will allow traffic to bypass the Dallas/Ft. Worth metropolitan area.

Another factor in determining the need and location of the reliever route is TxDOT's plans for Loop 49 (Tyler Outer Loop) around the City of Tyler. Currently, the section of the loop from US 69 west to State Highway 155 is anticipated to be the first section of construction followed by the western extension from SH 155 north to IH 20. The western section of the loop around Tyler may receive a designation for US 69 Reliever Route and the facility under consideration in this study would be an extension continuing north tying into US 69 existing north of Lindale. The Tyler Outer Loop is currently anticipated

to begin construction in 2002. Traffic impacts associated with a no-build alternative for the Reliever Route or Loop 49 extension are included in Section VI, "Traffic Analysis," of this study.

Photographs documenting the existing conditions along US 69 are included in Appendix B.

III. ROUTE ALTERNATIVES

With the exception of information included in the Traffic Analysis, widening alternatives through the City of ~~Mineola~~ Lindale were not addressed as feasible alternatives due to development along the existing route through Lindale. This study addresses reliever routes to the east and west of the City of Lindale.

A. East Reliever Route

At the onset of the Feasibility Study, several routes were considered east of existing US 69. Eastern alternative routes were discussed at the first Steering Committee meeting with local officials and other concerned community members. Based on comments received, the eastern routes were not examined in further detail. A summary of the environmental constraints associated with the eastern route can be found in Section V of this report. An additional factor in eliminating the eastern alternative was the anticipated construction date of the western segment of Loop 49 with respect to the eastern segment which is anticipated to follow several years later. TxDOT currently anticipates construction of the eastern segment of Loop 49 to be 2015. Traffic generators to the west such as the Hide-A-Way Lake community (a 150-acre, private gated community west of Lindale) and the Target Distribution Center (one million square-foot distribution center employing approximately 1,000 people) were also a consideration in the elimination of the eastern route.

B. Western Reliever Route

Based on input from the Steering Committee and the environmental concerns addressed in Section V of this report, four feasible routes were noted as western alternative routes. Constraints of these routes include the proposed north terminus of Loop 49, the Hide-A-Way Lake community previously mentioned, and the Target Distribution Center, also previously mentioned. Additional constraints include Prairie Creek and associated waterways, Timberline Baptist Encampment, Faulkner Park north of Lindale, and Holbrook Branch and Stevenson Branch of Duck Creek. For planning purposes, these routes have been shown as 1,000-foot corridors on the enclosed exhibits (see Exhibit III-1 and Plates V-1, V-2).

IV. PROPOSED SECTION

A. Typical Section

Since the proposed reliever route may be Texas Trunk System, the typical section of this roadway should be a controlled access parkway section with a 76-foot depressed median. No at-grade intersections will be allowed with intersecting roadways; therefore, grade separated interchanges, or roadways tying into frontage roads, would be required where the route crosses existing roadways. The anticipated design speed for this roadway section is 70 miles per hour. Exhibit IV-1 shows a typical section anticipated for this controlled access facility. Frontage roads would be limited to areas where a number of properties would otherwise be denied access per TxDOT's frontage road policy of March 24, 1999.

B. Right-of-Way Requirements and Costs

With the typical section noted above, and the rolling terrain encountered east and west of Lindale, the anticipated right-of-way requirement is approximately 450 feet to accommodate the typical section and associated cuts and fills. Since

controlled access right-of-way is required, landowners will not be provided access to the highway except by way of accessor frontage roads as appropriate. Access roads are for local property access and are not continuous like frontage roads. Right-of-way needs associated with the anticipated section are estimated to be range from $1,500 to $6,000 per acre, depending on land use. These costs are based on TxDOT Tyler District's typical right-of-way costs encountered with reliever routes as supplied by the TxDOT Tyler District in June 2000. The opinion of probable right-of-way costs for the northern reliever route D approximately six miles in length is approximately $2,885,000; and for the southern reliever route A approximately five and one-quarter miles in length is approximately $2,150,000. (See Appendix D.)

C. Construction Costs

Construction costs associated with typical section and right-of-way requirements as noted above typically average $3,100,000 per mile. All four feasible routes shown are generally along high ground and do not involve major stream crossings. Anticipated grade separations include interchanges at the south terminus at IH 20, FM 849, FM 16, and at the north terminus with US 69. The typical costs associated with a grade separated interchange is anticipated to be approximately $750,000. The current opinion of probable construction costs associated with the proposed northern reliever route D is approximately $18,500,000; and the southern reliever route A is $16,500,000. (See Appendix D.)

V. ENVIRONMENTAL CONSIDERATIONS

A number of environmental considerations were evaluated with regard to the construction of a US 69 Reliever Route around Lindale. Pertinent resource categories related to the human and natural environment were investigated in order to evaluate the magnitude of potential environmental constraints associated with the various route alternatives. A brief discussion of baseline conditions is provided for appropriate categories which could have the ability to constrain certain alternatives. Quantitative comparisons of potential impacts

are discussed, where appropriate, along with a qualitative discussion of the degree of constraint associated with various route alternatives. Note that this preliminary evaluation of environmental considerations is based primarily on existing, published information supplemented with limited field reconnaissance and aerial photo interpretation. Site specific investigations such as field wetland delineations, presence/absence surveys, hazardous material site assessments and noise modeling would be conducted during a subsequent NEPA document preparation phase.

Potential environmental constraints associated with various resource categories are illustrated on Plates V-1 and V-2 (see Appendix) and discussed in the following sections.

A. Social/Economic Impacts

1. Social/Economic Conditions

The purpose of this section is to provide an overview of socioeconomic characteristics within the project study area. With respect to population, ethnicity, income, poverty, and employment data the study area is composed of portions of Smith County and the town of Lindale. Data for these political jurisdictions are discussed below. For the purposes of considering demographic information at a more project-specific level, the "study area" is defined as the census tracts and block groups closest to the proposed alternatives: Tract 14.01 (Block Groups 4, 5, and 6) and Tract 14.02 (Block Group 2, 3, 4, 5, and 6).

As Table V-1 shows, the town of Lindale has a less ethnically diverse population than the state of Texas. Whites form a larger percentage of the total population in this area than they do statewide. Blacks make up a smaller percentage of the town of Lindale in comparison to statewide numbers. However Blacks make up a higher population percentage in Smith County than they do statewide. In contrast the Hispanic population

in both Lindale and Smith County is significantly less than the statewide percentage of 25.3 percent. Conversely, the American Indian population percentage is four times greater than the statewide average in the town of Lindale. Other ethnic groups combine to make up less than 1 percent of the project area's total population.

In three out of eight of the block groups the Black population percentage exceeded the state percentage. In tract 14.02 Block Group 2, the Black population constituted 27.7 percent (See Table V-2). This block group covers a large portion of rural Smith County. Other ethnic groups were represented in numbers similarly to the surrounding areas of Lindale and Smith County.

Table V-1:
Overview of Race and Ethnicity Characteristics for US 69 Feasibility Study Project Area

	State of Texas	Lindale Town	Smith County
Total Population	16,986,510	2,477	151,309
Percentage	*100%*	*100%*	*100%*
White	10,320,879	2,222	109,670
Percentage	*60.8%*	*89.7%*	*72.5%*
Black	1,988,995	139	31,349
Percentage	*11.7%*	*5.6%*	*20.7%*
Hispanic	4,294,120	84	9,062
Percentage	*25.3%*	*3.4%*	*6.0%*
American Indian	58,747	32	521
Percentage	*0.3%*	*1.3%*	*0.3%*
Asian	305,055	0	690
Percentage	*1.8%*	*0.0%*	*0.5%*
Other	18,714	0	17
Percentage	*0.1%*	*0.0%*	*0.0%*

Source: U.S. Bureau of the Census. 1990.

Table V-2:
Overview of Race and Ethnicity Characteristics for the US 69 Relief Route Study Area

	Tract 14.01 BG 04	Tract 14.01 BG 05	Tract 14.01 BG 06	Tract 14.02 BG 02	Tract 14.02 BG 03	Tract 14.02 BG 04	Tract 14.02 BG 05	Tract 14.02 BG 06
Total Population	527	603	1,520	1,195	1,011	1,801	865	1,181
Percentage	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*
White	482	596	1,465	864	808	1,716	822	910
Percentage	*91.5%*	*98.8%*	*96.4%*	*72.3%*	*79.9%*	*95.3%*	*95.0%*	*77.1%*
Black	0	0	0	331	134	38	0	271
Percentage	*0.0%*	*0.0%*	*0.0%*	*27.7%*	*13.3%*	*2.1%*	*0.0%*	*22.9%*
Hispanic	45	7	55	0	69	15	43	0
Percentage	*8.5%*	*1.2%*	*3.6%*	*0.0%*	*6.8%*	*0.8%*	*5.0%*	*0.0%*
American Indian	0	0	0	0	0	32	0	0
Percentage	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*1.8%*	*0.0%*	*0.0%*
Asian	0	0	0	0	0	0	0	0
Percentage	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Other	0	0	0	0	0	0	0	0
Percentage	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Source: U.S. Bureau of the Census. 1990.

As Table V-3 displays, Smith County experienced greater growth than the State of Texas between 1970 and 1980. Smith County experienced a little less growth than the State of Texas between 1980 and 1990.

Table V-3.
Historic Population Trends for the Town of Lindale, Smith County and State of Texas, 1970-1990

Year	State of Texas	Lindale Town	Smith County
1970	11,198,655	1,840	97,096
Percent Change 1970-1980	*27.1%*	*1.87%*	*32.2%*
1980	14,229,191	2,185	128,366
Percent Change 1980-1990	*19.4%*	*13.4%*	*17.9%*
1990	16,986,510	2,477	151,309

Sources: Texas Almanac, 1993; City of Lindale, 2000.

The Texas Water Development Board most likely population projections for Smith County show a 68.3 percent projected increase in population between 1990 and 2030 (see Table V-4).

Table V-4
Population Projections for Smith County Texas

Year	Texas Water Development Board	Texas State Data Center	
	most likely	0.5 migration	1.0 migration
1990	151,309	151,309	151,309
2000	174,733	164,161	169,987
2010	201,028	174,012	184,849
2020	227,931	181,641	195,866
2030	254,642	185,201	201,062

Sources: Texas Water Development Board, 2000. *Texas Water Development Board: 2002 State Water Plan Population Projections by County;* Texas State Data Center. 1996. *Projections of the Population of Texas and Counties in Texas by Age, Sex, and Race/Ethnicity for 1990-2030:* http://www.txsdc.tamu.edu

According to the U.S. Bureau of the Census, residents of Lindale tend in general to be slightly less affluent and less likely to live in poverty than the other residents of Smith County. Five out of eight of the Block Groups had Median household income above the Lindale and Smith County figures. Median household income in the study area ranged

from $20,550 to $38,942. Two out of eight Block Groups had median home values significantly below that of Lindale and Smith County. Median home values ranged from $41,400 through $94,900. The poverty level in the study area was spread over a wage range from 0 to 30.9 percent.

The poverty rates in the study area varied greatly from block group to block group. The majority of Block Groups (six out of eight) were below both the Lindale figure and the Smith County figure.

Table V-5
Overview of US 69 Relief Route Project and Study Area Income, Home Values, and Poverty Rates

	Median Household Income	Median Home Value	Poverty Rate
State of Texas	$27,016	$58,900	18.1%
Lindale Town	$22,788	$51,200	16.1%
Smith County	$25,769	$59,300	16.5%
Tract 14.01 BG 04	$31,667	$75,400	0.0%
Tract 14.01 BG 05	$38,942	$94,900	4.7%
Tract 14.01 BG 06	$34,952	$87,800	1.3%
Tract 14.02 BG 02	$21,074	$43,800	30.9%
Tract 14.02 BG 03	$21,935	$41,400	21.0%
Tract 14.02 BG 04	$20,550	$53,800	14.5%
Tract 14.02 BG 05	$37,386	$65,900	4.5%
Tract 14.02 BG 06	$32,500	$54,200	12.5%

Source: U.S. Bureau of the Census. 1990.

Unemployment in Smith County has followed the same trend as the statewide rate. Unemployment in 1990 was comparable to the statewide rate (see Table V-6) and in 1999 the unemployment rate was slightly below the statewide figure (see Table V-7).

Table V-6: 1990 Annual Average Unemployment Rate in Study Area

County	Labor Force	Employment	Unemployment	Rate
Smith	75,701	70,970	4,731	6.2
Texas	8,615,795	8,071,312	544,483	6.3

Source: Texas Workforce Commission, 1999.

Table V-7: 1999 Annual Average Unemployment Rate in Study Area

County	**Labor Force**	**Employment**	**Unemployment**	**Rate**
Smith	89,602	85,774	3,828	4.3
Texas	10,206,043	9,734,413	471,630	4.6

Source: Texas Workforce Commission, 2000.

2. Potential Impacts

A number of potential social and economic consequences could result from the construction of a Lindale Reliever Route. Construction could directly or indirectly disturb community cohesion, neighborhood travel patterns, school/church/community facility continuity, and impact businesses along the existing US 69. Any alternative which involves disproportionate, adverse impacts to minority or low-income neighborhoods may violate the Executive Order on Environmental Justice. Beneficial impacts could be experienced with regard to emergency vehicle response time and decreased travel times.

Proposals to construct reliever routes typically raise concerns about the potential negative economic consequences resulting from the construction of a "bypass" around a town's central business district. In recent years, several researchers at the University of Texas have looked specifically at this question, studying the potential impact of relief routes on small cities in the state of Texas (Helaakoski, 1991; Andersen, 1992). Small cities are defined as municipalities with a population of less than 6,000 persons

(Helaakoski, 1991). Their research has shown a decrease in traffic volume along the bypassed route, resulting in a small negative effect on retail sales. Services targeting highway motorists, such as gas stations, restaurants, and hotels, did not experience disproportionate negative impacts as compared to total retail sales. Effects were typically not realized until several years after the construction of the relief route.

Importantly, however, factors unrelated to the relief route, such as geographic location, population, population growth, per capita income, distance to other metropolitan areas, and traffic volume on incoming highways had the greatest impact on business trends (Helaakoski, 1991; Andersen, 1992). In comparison, the effect of the relief route was minor. Relief routes supporting low traffic volumes and offering unlimited access to the city resulted in the fewest impacts. Additionally, business relocations, increased advertising on the relief route, and increased parking in the downtown commercial district were found to mitigate negative economic effects.

Finally, the construction of a relief route was found to result in several positive socioeconomic impacts. For example, relief routes create reductions in motorist travel times, vehicle operating costs, noise levels, vehicle emissions, and congestion along the (bypassed) route (Andersen, 1992). Relief routes result in improved safety conditions for both motorists and pedestrians. Relief routes and other highway construction or improvement projects have been shown to increase the value of adjacent land by 100% to 400% (Environmental Impact Center, 1974.) Highway construction projects also have been found to promote the conversion of vacant or residential land to commercial and industrial uses. Construction of a Lindale reliever route would also be expected to improve regional travel, reduce traffic congestion on US 69 through Lindale, and benefit the local economy by construction spending.

B. Land Use Impacts

1. Existing Land Uses

Existing land uses within the Lindale Reliever Route study area are relatively diverse. Commercial/retail enterprises are concentrated along major thoroughfares such as US 69, SH 16 and FM 849. The densest area of development in Lindale radiates outward from the US 69/SH 16 intersection – the Central Business District. The density of residential development generally decreases as it moves outward from the city center, with large-lot residential, low-density mobile home and individual rural residences becoming common.

Commercial enterprises found within the western Lindale study area include numerous small retail establishments as well as two large wholesale nursery operations near the northern and southern termini.

Planned or existing residential subdivisions in the vicinity of the study area include (from north to south) the Fox Run Estates, Stevenson Creek Estates, Country Manor, Richman Circle and Hideaway Lake developments.

Other noteworthy land use features include numerous churches (including the Timberline Baptist Camp and the Calvary Commission), cemeteries, the Velma Penny Elementary School, and other community facilities. Much of the undeveloped land in the project vicinity is in forest and pastureland. Land use in the vicinity of the various corridor alternatives is illustrated on Plates V-1 and V-2.

a. Development Patterns

According to the Lindale City Manager, there is no existing or future land use plan for Lindale at this time (personal communication, Owen Scott, 1/4/2000).

b. Section 4(f) Issues

Section 4(f) of the Department of Transportation (DOT) Act of 1966, as amended, provides for the protection of certain lands affected by transportation projects. Section 4(f) provides that the Secretary of Transportation may not approve any program or project which requires the use of land from a publicly-owned park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance as determined by the official having jurisdiction thereof or any significant historic site, unless there is no feasible and prudent alternative to the use of such land and the proposed action includes all possible planning to minimize harm.

While it appears that no parks, schools, camps, or other 4(f) facilities occur in the study area, a definitive determination will be required during the NEPA stage to review property ownership and National Register of Historic Places (NRHP) eligibility of potentially historic structures.

2. Potential Land Use Impacts

Impacts to existing land uses could involve relocation of residences, displacement of businesses, increased noise levels at adjacent receivers, impacts to community facilities and churches. In addition, secondary

development should be addressed during subsequent project development phases.

Acreages of various developed land uses within the alternative corridors evaluated are presented in Table V-8. As detailed in the table, Corridor Alternative A has the lowest potential to impact developed land uses.

Table V-8 Developed Land Use Acreages within the Alternative Corridors Evaluated

Land Use Category	Alt. A (Ac)	Alt. B (Ac)	Alt. C (Ac)	Alt. D (Ac)
• Residential	23.86	95.83	89.218	95.794
• Commercial	7.146	12.261	15.098	20.791
• Mixed Res/Commercial	0	0	0	0
• Public Facility	0	0	0	0
• School	0	0	11.73	0
• Community Facility	0	3.748	0.016	0
• Cemetery	0	0	2.71	2.5
• Oil/Gas Operations	0	0	0	0
• Church	0	0	3.294	0

C. WETLANDS/WATERS OF THE U.S.

1. Existing Conditions

Wetlands are transitional areas between terrestrial and aquatic systems that are defined according to three criteria: 1) the presence of hydrophytic vegetation; 2) hydric soil characteristics; and 3) wetland hydrology. Wetlands are afforded protection under the Clean Water Act with regulatory enforcement responsibility delegated to the U.S. Army Corps of Engineers (USACE).

In addition to the jurisdictional wetlands defined above, the Clean Water Act regulates impacts to other waters of the United States. The term "waters of the United States" has broad meaning and incorporates both deepwater aquatic habitats and special aquatic sites, including wetlands, as listed below:

a. The territorial seas with respect to the discharge of fill material.
b. Coastal and inland waters, lakes, rivers, and streams that are navigable waters of the United States, including their adjacent wetlands.
c. Tributaries to navigable waters of the United States, including adjacent wetlands.
d. Interstate waters and their tributaries, including adjacent wetlands.
e. All other waters of the United States not identified above, such as isolated wetlands and lakes, intermittent streams, prairie potholes, and other waters that are not a part of a tributary system to interstate waters or navigable waters of the United States, the degradation or destruction of which could affect interstate commerce.

This section generally describes the project area's wetland resources as interpreted through U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) maps and limited field investigations. The NWI maps are not based upon and do not necessarily correspond with wetlands as delineated using USACE guidelines, but they do provide a useful first tool in determining the likely presence and approximate boundaries of wetland features in an area.

The majority of NWI wetlands within the project area are within the floodplains of the major drainage systems such as Davis Branch and Stevenson Branch. They are typically in locations that are mapped by the NRCS as having hydric soils. Forested wetlands are frequently associated with the floodplains of drainages. They accept seasonal flood waters, serving to reduce the amount and rapidity of downstream flooding.

NWI wetlands are identified on Plates V-1 and V-2.

2. Effects on Wetlands/Waters of the U.S.

Construction within any of the corridor alternatives identified could result in impacts to wetlands and other waters of the U.S. The exact impacts would be evaluated based upon a field wetland delineation within a defined impact corridor. An estimate of potential wetlands found within each corridor is provided in Table V-9.

Table V-9
Potential Impacts to Wetlands and Waters of the U.S. within the Alternative Corridors

Route Alternative Corridor	NWI Wetlands (Ac.)	Number of Stream Crossings	Linear Feet of NWI Wetland Crossed
Alternative A	11.936	10	11,403
Alternative B	2.6	8	9,656
Alternative C	2.018	6	8,356
Alternative D	12.056	6	5,709

D. Water Resources

1. Surface Water

The significant surface water features in the Lindale Reliever Route project area include Hide-A-Way Lake, Hubbard Branch, Davis Branch, Mill Creek, Stevenson Creek, Stewart Lakes, and Tomlin Lake. These

waters are part of the Sabine River Basin and drain north to the Sabine River, TNRCC segment number 0506. This stream segment has elevated levels of orthophosphorus and its designated uses include contact recreation, high aquatic life and public water supply (TNRCC, 1996). The Sabine River Basin drainage area lies generally north of FM 849 in western Lindale and to the north of CR 4105 in eastern Lindale, where US 69 is the east/west divide.

Long Brake Creek, Prairie Lake, Prairie Creek and Cooks Creek are also in the project study area and drain south to the Neches River (TNRCC segment number 0605) in the Neches River Basin. This stream segment has no known water quality problems and supports contact recreation, high aquatic life and acts as a public water supply (TNRCC, 1996). The Neches River Basin drainage area lies generally south of FM 849 in western Lindale and generally to the south of CR 4105 in eastern Lindale, where US 69 is the east/west divide.

a. Floodplains/Drainage

The Lindale Reliever Route project area was investigated for encroachments into the 100-year floodplain. This information was obtained from the Federal Emergency Management Agency's (FEMA) Flood Rate Insurance Maps for Smith County. The 100-year floodplains associated with Stevenson Creek, Tomlin Lake, Stewart Lakes, Mill Creek, Davis Branch, Prairie Creek and Cooks Creek lie within the area studied for all the proposed alternatives. Plates V-I and V-II indicated these floodplain areas.

2. Groundwater

Smith County is underlain by the Carrizo-Wilcox and Queen City Aquifers. Both are exposed at the ground surface, and therefore are subject to recharge along parts of the proposed project area.

The Carrizo-Wilcox Aquifer is a hydrologically connected system formed by the Wilcox Group and the overlying Carrizo Formation of the Claiborne Group. It extends from the Rio Grande in south Texas northeastward into Arkansas and Louisiana (TWDB, 1997). This aquifer is predominantly composed of sand, locally imbedded with gravel, silt, clay, and lignite deposited during the Tertiary Period. Where it is found at the surface it is under water-table conditions and in the subsurface it is under artesian conditions. Yields of wells are commonly 500 gal/min and some may reach 3,000 gal/min downdip where the aquifer is under artesian conditions.

The Queen City Aquifer extends in a band across most of the state from the Frio River in south Texas northeastward to Louisiana (TWDB, 1997). Sand, loosely cemented sandstone, and interbedded clay units of the Queen City Formation of the Tertiary Claiborne Group make up the aquifer as delineated within Texas. Total aquifer thickness is usually less than 500 feet. In some areas of northeast Texas, it can approach 700 feet. Individual yields are commonly low, but a few exceed 400 gal/min.

3. Potential Water Resource Effects

a. Surface Water Impacts

Impacts to surface water features can be grouped into two categories: short-term and long-term. Short–term impacts are

those typically associated with construction activities. Long-term impacts are those which last for at least the life of the project.

Highway construction activities have the potential to adversely affect water quality, especially close to river and stream crossings. Such activities, if not properly controlled, can cause an increase in turbidity and sediments that are potentially damaging to delicate aquatic ecosystems. Potentially harmful construction activities include land clearing operations, roadway preparation with heavy machinery, and other construction related operations.

Long-term project impacts may include effects on both water quantity and quality. The placement of fill into jurisdictional waters (such as adjacent wetlands) would entail permitting under the Clean Water Act. If a project requires channelization or other modification of a body of water, regulatory coordination with the U.S. Fish & Wildlife Service (USFWS) under the Fish & Wildlife Coordination Act is required. These requirements are discussed further in Section H.

Long-term highway related water quality impacts can include a decrease in water quality due to non-point source pollutants such as oil, grease, and sediments from motor vehicles. TxDOT is currently operating under a Memorandum of Agreement (MOA) with the TNRCC regarding efforts to minimize non-point source pollution from roadways. Pollution associated with highway related secondary development could further decrease the quality of aquatic and wetland ecosystems. Water quality effects may occur in places where bridges are improved to accommodate increased traffic volumes, as well as where new bridges are built.

Some long-term adverse impacts to water quality from oil, grease, and sediments may be inevitable.

In addition, construction within floodplain areas can impact adjacent land uses if adequate steps are not taken to minimize impacts. FEMA floodplains found within the various corridor alternatives are summarized in Table V-10.

Table V-10 FEMA Floodplains within the Alternative Corridors

Alternative Corridor	FEMA Floodplains (Ac)
Alternative A	21.578 ac
Alternative B	15.974 ac
Alternative C	15.974 ac
Alternative D	5.042 ac

a. Groundwater Impacts

No substantial impact to the quality or quantity of groundwater in the project area would be expected due to the construction of any of the discussed alternatives. Consistent with the recommendation of the Texas Natural Resource Conservation Commission (TNRCC), the Tyler District should ensure that, prior to initiation of construction, drill holes resulting from core sampling on-site and down-gradient of the site be plugged from the bottom of the hole to the top of the hole, in order to prevent water or contaminants from entering the subsurface environment. In addition, any private water wells that occur within the proposed right-of-way should be plugged utilizing currently accepted methods in order to protect groundwater.

E. Hazardous Materials

1. Existing Conditions

A records review was performed for the project study area to determine the location of known hazardous waste sites. Environmental Data Resources, Inc. (EDR) reviewed State and Federal databases to determine the locations of potential hazardous waste sites that may affect the location of the Lindale Reliever Route. Unmapped (orphan) sites were not considered in the database search.

The following sources were searched for potential hazardous and solid waste concerns, and no mapped sites were found for the Lindale Reliever Route study area.

• NPL	National Priorities List
• Delisted NPL	NPL Deletions
• RCRIS-TSD	Resource Conservation and Recovery Information System
• SHWS	State Hazardous Waste
• CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
• CORRACTS	Corrective Action Report
• SWF/ LF	Permitted Solid Waste Facilities
• RAATS	RCRA Administrative Action Tracking System
• RCRIS-LQG	RCRA Information System
• PADS	PCB Activity Database System
• NPL Lien	NPL Liens
• TSCA	Toxic Substances Control Act
• MLTS	Material Licensing Tracking System

• WasteMgt	Waste Management
• TX MM	Multi Media Enforcement Cases
• CLI	MSW Closed and Abandoned Landfills
• AIRS	Aerometric Information Retrieval System Facility Subsystem
• ROD	Record of Decision
• CONSENT	Superfund (CERCLA) Consent Decrees
• Coal Gas	Former Manufactured Gas (Coal Gas) Sites
• MINES	Mines Master Index Files
• CERCLIS – NFRAP	CERCLIS No Further Remedial Action Planned (4/21/99)
• TNRCC AST	State list of registered aboveground storage tanks (4/1/99)
• HMIRS	USEPA Hazardous Material Incident Reporting System (12/31/97)
• ERNS	USEPA Emergency Response Notification System for oil and hazardous substances (12/31/98)
• TRIS	USEPA SARA Title III Toxic Chemical Release Inventory System (12/31/97)
• TX VCP	Voluntary Cleanup Program Sites (3/30/99)
• TX IHW (12/31/98)	Industrial and Hazardous Waste database

The following sources of information, with the date of the database referenced, were searched for potential hazardous and solid waste concerns.

- RCRIS — USEPA list of hazardous waste treatment, storage or disposal sites (4/26/99)
- TNRCC UST — State Underground Storage Tank database (4/1/99)
- TNRCC LUST — State Leaking Underground Storage Tank Incident Reports (4/1/99)
- FINDS — Facility Index System for USEPA information systems (4/1/99)
- TNRCC SPILLS — State Spills database (N/A)

A total of seven separate listings of mapped sites were found in the Lindale Reliever Route study area. Existing listed hazardous material sites in Lindale Reliever Route study area include AT&T Long Lines, City of Lindale – Northside WWTP, Boral Henderson Clay Products, Inc., Pop's Honey Fried Chicken, Maintenance Garage, one unnamed location, and RaceTrac #406. Of these sites, most were reported to have several underground storage tanks (USTs) and all USTs were reported to not be leaking. Some of the sites with USTs were not located on field visits or in a phone book search. Three sites, AT&T Long Lines, City of Lindale – Northside WWTP and one of the unnamed sites were found on the USEPA RCRIS, USEPA FINDS and TNRCC SPILLS databases, respectively. None had violations. In addition, several large nursery operations could contain hazardous chemical storage sites.

2. Potential Impacts

Depending on the final route chosen, several of the hazardous material sites could be impacted by roadway construction; however, advanced project planning should provide options. Many sites can be avoided, minimally impacted or may be found free of contamination. Section E.1 reveals that no sites are known to be leaking. Most hazardous material

sites identified within the proposed project area are commercial with USTs located in close proximity to existing roadways. Construction within these areas could cause ground disturbance and potential conflicts with hazardous materials or contaminated soils. Disturbance of a hazardous material site could result in possible environmental damage, potential liability and costs for resulting clean-up measures.

F. Ecological Resources

This section addresses regional and site-specific aspects of the Lindale Reliever Route study area's ecological resources. Potential impacts associated with the corridor alternatives are also discussed. The following sections address the vegetation, terrestrial wildlife and threatened/endangered resources of the study area.

1. Existing Conditions

a. Vegetation

Vegetative communities found within the Lindale Reliever Route study area are described below.

Riparian Woodland Forest

This community primarily occurs in the floodplains of minor drainages. Dominant species found in the project area are water oak (*Quercus nigra*), sweetgum (*Liquidambar styraciflua*), winged elm (*Ulmus alata*), black cherry (*Prunus serotina*) American sycamore (*Platanus occidentalis*), sugarberry (*Celtis laevigata*) and black willow (*Salix nigra*). Common elderberry (*Sambucus canadensis*) and Chinese privet (*Ligustrum sinense*) are dominant

shrubs found in this vegetative community. Dominant vines include muscadine grape (*Vitis rotundifolia*), trumpet creeper (*Campsis radicans*), Alabama supplejack (*Berchemia scandens*) and species of greenbrier (*Smilax* spp.). Dominant herbaceous species include Canada wildrye (*Elymus canadensis*), little bluestem (*Schizachyrium scoparium*) and broadleaf woodoats (*Chasmanthium latifolium*). Canopy cover for this vegetation type was approximately 85-90 percent.

Upland Hardwood/Pine Forest

These mixed stands of loblolly pine (*Pinus taeda*), shortleaf pine (*Pinus echinata*), and oaks and other hardwoods are found primarily in upland sites. Pines typically represent about 20-40 percent of the tree species composition in this community type. Dominant overstory species are loblolly pine, shortleaf pine, blackjack oak (*Quercus marilandica*), water oak, southern red oak (*Quercus falcata*), post oak (*Quercus stellata*), sweetgum and eastern red cedar (*Juniperus virginiana*). Understory woody species are dominated by saplings of the above species as well as winged elm (*Ulmus alata*) and flowering dogwood (*Cornus florida*). Dominant woody vines include Japanese honeysuckle (*Lonicera japonica*) and Alabama supplejack. Dominant herbaceous species present are little bluestem (*Schizachyrium scoparium*), bermudagrass (*Cynodon dactylon*) and annual bluegrass (*Poa annua*). Canopy cover for this vegetation type was approximately 85-90 percent.

Pine Forest

The Pine Forest community is dominated (>90 percent) by loblolly and shortleaf pine, while the Upland Hardwood community has a minor pine component and consists primarily of the oaks, elms, and sweetgum described above. Canopy cover for the Pine Forest community was approximately 95-97 percent.

Grassland

Grassland can encompass several different vegetative communities. These are primarily "improved" pasture and old fields. They are dominated by bermudagrass, little bluestem and bahiagrass. Grasslands may include scattered trees, fencelines, and shrubby regrowth, but are typically utilized for livestock grazing. Herbaceous ground cover for this vegetation type was approximately 97-100 percent.

b. Wildlife

The Lindale Reliever Route area falls into a transitional zone between the Texan (to the west) and Austroriparian (to the east) biotic provinces delineated by Blair (1950). Blair stratified broad biographical sections of Texas based upon communities of indigenous vertebrates. One of the key factors influencing the habitation of an area by wildlife species is vegetation. Since the Austroriparian province is a western extension of the forests of the southeastern U.S., much of the wildlife common to the province is also found throughout the southeastern U.S. To the west of the Austroriparian, the Texan province functions as an ecotone between the eastern forests and western habitats of the Kansas,

Balconian, and Tamaulipan provinces. The Texan biotic province has no true endemic vertebrate species. In this area, western species tend to encroach into open habitats and eastern species encroach along the many wooded drainages extending through the landscape (Blair, 1950). The following description of the wildlife typical of the project area focuses upon species common to both provinces along the western edge of the piney woods.

The Austroriparian province supports (or has supported) 47 mammal species, 29 snake species, 10 lizards, two land turtles, 17 anurans (frogs and toads), and 18 urodeles (salamandors and sirens) Blair, 1950). The Texas province has supported 49 mammals, 39 species of snakes, 16 lizards, two land turtles, 18 anurans, and five urodeles (Blair, 1950).

c. Threatened and Endangered Species

Background research and/or initial reconnaissance were used to determine which federally endangered or threatened species may occur within the project area (see Table V-11). The Texas Parks & Wildlife Department (TPWD) maintains maps, county special species lists, and a database of endangered, threatened, or rare plant and animal species. The project area is located in Smith County.

Table V-11

Endangered, Threatened, and species of Concern of Potential Occurrence in Smith County

Common/Scientific Name	Federal Status	State Status
BIRDS		
Peregrine falcon *Falco peregrinus)*	DL	
American peregrine falcon *(Falco peregrinus anatum)*	DL	E
Arotic peregrine falcon *(Falco peregrinus tundrius)*	DL	T
Bald eagle *(Haliaeetus leucocephalus)*	LT	T
Migrant loggerhead shrike *(Lanius ludovicianus migrans)*	SOC	
FISHES		
Western sand darter *(Etheostoma clarum)*		
MAMMALS		
Southeastern myotis bat *(Myotis austroriparitus)*	SOC	
Black bear *(Ursus americanus)*	T/SA	T
Louisiana black bear *(Ursus americanus luteolus)*	LT	T
REPTILES		
Scarlet snake *(Cemophora coccinea)*		T
Timber/canebrake rattlesnake *(Crotalus horridus)*		T
Alligator snapping turtle *(Macroclemys temminckii)*		T
Louisiana pine snake *(Pituophis melanoleucus ruthveni)*		T
Texas horned lizard *(Phrynosoma cornutum)*		T
VASCULAR PLANTS		
Texas trillium *(Trillium pusillum* var. *texanum)*	SOC	
Rough-stem aster *(Aster puniceus ssp. Elliottii* var. *scabricaulis)*	SOC	

(TPWD, 1998)

LE, LT – Federally listed endangered/threatened

PE, PT – Federally proposed endangered/threatened

E/SA, T/SA – Federally endangered/threatened by similarity of appearance

SOC – Species of Concern

C1 – Federal candidate, Category 1; information supports proposing to list as endangered/threatened

DL, PDL – Federally delisted/proposed delisted

E, T – State endangered/threatened

Three federally protected species were identified as potentially occurring within the study area. They are the threatened bald eagle *(Haliaeetus leucocephalus)* and Louisiana black bear *(Ursus americanus luteolus)*, and the threatened by similarity of appearance black bear *(Ursus americanus)*. The peregrine falcon *(Falco peregrinus)*, American peregrine falcon *(Falco peregrinus anatum)* and Arctic peregrine falcon *(Falco peregrinus tundrius)* have recently been delisted but are still subject to monitoring.

Bald Eagle - Threatened

The bald eagle ranges over much of the U.S. and Canada. This eagle is primarily a fishing species and prefers habitat associated with large bodies of water. In Texas, bald eagle wintering and nesting activity occurs mainly near large, freshwater impoundments with standing timber located in or around the water (Mabic, 1989). The U.S. Fish and Wildlife Service indicates that the bald eagle may be a winter and spring resident in portions of Smith County that provide suitable habitat. The TBCDS shows no occurrence records of bald eagles within the proposed project vicinity. The bald eagle is not known to occur within the project area and is not anticipated to pose a constraint for this project.

Louisiana Black Bear and Black Bear – Threatened and Threatened Due to Similarity of Appearance, Respectively

The black bear was abundant and widely distributed in Texas before European settlement. This species was last known to regularly occur in east Texas between 1900 and 1940 in the swamps and thickets of Hardin County in the Big Thicket (Schmidly, 1983). Restocking efforts for the Louisiana black bear may eventually result in some far-ranging individuals repopulating east Texas. According to a black bear status report produced by Texas Parks and Wildlife in October 1997 there was a valid black bear sighting in central Smith County in April 1997, probably a dispersing bear using the Sabine River as a travel corridor. Sightings such as this are rare, and no known resident populations of black bears occur in Wood County.

2. Potential Impacts

a. Effects on Vegetation

Roadway improvement projects have the potential to adversely impact plant and animal life either directly, through destroying individuals during construction or operation, or indirectly, through disturbance or impairment of terrestrial wetland or aquatic habitats. Potential wetlands affects are discussed in Section 5.2. The nature of terrestrial impacts will generally depend on the amount and quality of vegetation affected by a project.

Vegetation impacts would occur as areas within and adjacent to the roadway right-of-way is cleared during construction. Minimal vegetation clearing and reseeding adjacent areas with native grasses and shrubs as quickly as possible following the completion

of the activities would reduce soil erosion and reestablish stable vegetative communities.

b. Effects on Wildlife

Project area wildlife resource impacts would be related primarily to the project's construction phase. Construction activities would directly or indirectly affect most wildlife species present. Some small sessile species could be killed by heavy machinery during right-of-way clearing. Construction during breeding and nesting season may destroy some bird nests.

All migratory birds in the U.S. are protected by federal statute, the Migratory Bird Treaty Act of 1916 (16 USC §§ 703-711). Migratory birds are protected from harassment, capture, possession, trade or sale, injury, and taking (killing) by this legislation. Habitat protection is not included in this statute.

c. Effects on Threatened/Endangered Species

No threatened/endangered species are known from the Lindale Reliever Route study area; thus, no currently listed species are anticipated to pose a constraint to any of the corridor alternatives.

G. CULTURAL/HISTORIC RESOURCES

1. Existing Conditions

A preliminary research assessment has been conducted regarding the potential for cultural resources within the area of potential effect of the proposed corridor alignments of the Lindale Reliever Route. Research focused on previously recorded archeological sites, State Archeological

Landmarks (SALs), properties listed on the National Register of Historic Places (NRHP), Texas Historical Markers, and other historic properties. Research was conducted at the Texas Archeological Research Laboratory (TARL) and the Texas Historical Commission (THC) in support of the Lindale Reliever Route.

Two recorded archeological sites of limited archeological significance are known from the eastern portion of Lindale, outside of the Area of Potential Effect (APE) of all alternative corridors under consideration. In general, very few archeological surveys have been conducted in the Lindale Reliever Route study area.

Four historic age sawmills are reportedly located around the city of Lindale and one in Swan. None of them are listed with addresses and it is unknown whether there are standing structures associated with them or whether they have been demolished. A number of structures more than 50 years of age exist in the study area, and their eligibility for the National Register of Historic Places (NRHP) should be evaluated during advanced project development.

Several historic-age cemeteries occur within the study area, including the Lindale City Cemetery and a smaller cemetery approximately one-mile west and south of FM 16. These sites should be avoided during project planning.

2. Potential Cultural Resource Impacts

Once the preferred alternative is selected a 100 percent pedestrian survey of areas not previously surveyed with subsurface probing to locate archeological sites in undisturbed areas should be conducted. Additionally, a Historic Structure Survey should be conducted to

document all of the buildings that lie within the path of the alternative and to evaluate specific impacts on a case by case basis. Known historic-age cemeteries are located within Alternative Corridors C and D and should be avoided. Specific attention might be focused on areas adjacent to stream beds. The type and amount of work required should be coordinated by TxDOT-Environmental Affairs Division (TxDOT-ENV) with the THC-Division of Antiquities Protection as laid out in their Programmatic Agreement, but in accordance with Section 106 of the National Historic Preservation Act of 1966 and Chapter 26 of the Texas Historical Commission's Rules of Practice and Procedure for the Antiquities Code of Texas. Additionally, once a Historic Structures Survey has been conducted, TxDOT-ENV should undertake eligibility determinations for those structures, if any, that are determined to be potentially eligible for listing on the NRHP.

H. REGULATORY COMPLIANCE, PERMITTING AND POTENTIAL MITIGATION ISSUES

Coordination with various federal and state resource and regulatory agencies will be required prior to approval of a Lindale Reliever Route alternative. In some cases, permits may also be required. This section identifies the resource and regulatory agencies with which coordination may be required during advanced project development. This section also discusses potential mitigation that may be required as a result of coordination or permit conditions.

The proper forum for resolution of regulatory compliance questions is during preparation of a compliance document. The National Environmental Policy Act (NEPA) requires that an Environmental Assessment (EA) be prepared to determine the significance of impacts associated with major federal actions on the human and natural environment. A Finding of No Significant Impact (FONSI) would allow a project to move forward, while potentially significant impacts

would require the preparation of an Environmental Impact Statement (EIS) to address project alternatives and consequences.

1. Socioeconomic/Land Use Issues

Regulatory Compliance: If any alternative results in the relocation of homes or businesses, relocation efforts must be consistent with the requirements of the Civil Rights Act of 1968, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and the Housing and Urban Development Act of 1974. To ensure adequate public knowledge of the relocation program, the services and benefits available must be discussed at the public meetings and hearing to be held as part of the proposed project; presented in a brochure which is available in both English and Spanish; and announced in the news media and through posted notices.

In compliance with Executive Order 12898, "Environmental Justice," the U.S. Department of Transportation Federal Highway Administration (FHWA) has promulgated its Final Environmental Justice Strategy and Proposed Order (Fed. Reg. Vol. 60, No. 125, June 29, 1995, p. 33897), which requires the agency to determine: whether a proposed action will have an adverse impact on minority or low income populations; if so, whether that impact is disproportionate; and, if so, whether measures to avoid, minimize or compensate are practicable.

Potential Mitigation: If relocations are necessary, qualified displacees must be provided with Relocation Assistance Program benefits that are intended to assist the displacee in purchasing or renting comparable replacement housing.

From a regional perspective, several mitigation measures can be employed to minimize impacts to neighborhoods and visual resources. These include the following:

- Landscape screening on road side with tree/shrub plantings and other beautification measures;
- Management of materials, equipment, and noise during construction phase;
- Revegetation following construction;
- Design and locate road lighting fixtures with sensitivity to adjacent residential areas and potential wildlife habitat areas;
- Construct noise walls and other noise mitigation structures (if determined to be necessary pursuant to the formal environmental compliance process);

Specific mitigation measures for each roadway segment should be designed and implemented as required by future environmental compliance efforts pursuant to this feasibility study.

2. Water Quality And Wetlands

Regulatory Issues: Wetlands and other waters of the U.S. are scattered throughout the study area, providing aquatic and wetland habitat for wildlife as well as serving as important flood control features and recharge pathways for local aquifers. Impacts to wetlands, such as roadway construction activities, are subject to the jurisdiction of the USACE under Section 404 of the Clean Water Act (33 USC § 1344), which regulates the discharge of dredged or fill material into waters of the U.S.

Wetland permitting is carried out under the regulatory authority of the U.S. Army Corps of Engineers (USACE). All of the alternatives could

potentially require an individual permit. Projects which exceed the acreage limits of the USACE's Nationwide Permit (NWP) Program or are located in a high quality wetland area (as determined by the USACE) must apply for an individual permit. Individual permits require notification of the public/adjacent landowners, regulatory review, project avoidance documentation and submittal of detailed project and mitigation plans which are not typically required under NWPs. Individual permits are typically utilized for projects involving large wetland acreages, tidally influenced projects and controversial proposals.

In addition, the National Pollutant Discharge Elimination System (NPDES) requirement of the Clean Water Act requires that a Notice of Intent be submitted to the Environmental Protection Agency if the proposed project disturbs more than five acres of naturally vegetated area, including Best Management Practices (BMPs) intended to reduce soil erosion and prevent water quality degradation.

Potential Mitigation: Wetlands occupy a relatively small acreage within the route alternative corridors due to the rolling topography. A field wetland delineation will be required for the preferred alternative during the NEPA documentation stage. Construction of any of the alternatives may result in mitigation for placement of fill in waters of the U.S. This mitigation may be as simple as minimization of the impact by adding retaining walls or reducing the width of a new bridge. Mitigation may be more substantial if the resource agencies or the USACE determine that high value wetlands are being impacted. Mitigation for all alternatives would typically be in the form of avoidance where possible, and on-site restoration of disturbed areas. In addition, it is possible that restoration of other off-site but similar wetlands will be required by the U.S. Fish and Wildlife Service, Texas Parks and Wildlife Department or USACE prior to issuance of a Section 404 permit. Finally, the Tyler District may

consider use of its Anderson Tract Wetland Mitigation Bank. Any cost estimates for the project should include funding to pay for the mitigation.

Because of the ecological importance of wetlands in East Texas, the best mitigation strategy is to avoid wetlands wherever possible. By choosing corridor alternatives which cross or abut the fewest numbers of wetlands, potential impacts can be minimized. Short-term construction impacts can be minimized through the use of erosion control measures such as temporary settling pits, dikes, and berms. Some long-term impacts to water quality associated with oil, grease, and sediment runoff from increased traffic may be unavoidable where bridges are widened or where new bridges are built.

3. Hazardous Materials

Regulatory Compliance: Regulations pertaining to hazardous materials encountered during roadway planning are minimal. A majority of the activities associated with hazardous materials are associated with due diligence on the part of TxDOT in order to avoid, whenever possible, acquiring property which may contain hazardous materials and subsequent legal liability.

Potential Mitigation: The potential mitigation measures discussed in this section focus on the impacts associated with various project alternatives and their possible interactions with existing industrial material sites. Potential impacts range from expensive land acquisitions and hazardous material clean-ups to relatively inexpensive avoidance measures.

Information pertaining to potential hazardous material site locations within the study corridor is intended to assist TxDOT transportation planners in identifying avoidance and minimization options during subsequent

regulatory compliance efforts. If potential hazardous material sites are located within the right-of-way of the preferred alternative alignment, an iterative approach to impact assessment and potential mitigation planning is typically taken. Prior to right-of-way acquisition, the following phases can occur:

(1) Phase I – A Phase I Environmental Site Assessment (ESA) is typically performed on land acquisition tracts with a potential for hazardous material contamination in order to exercise due diligence prior to acquiring property (and accompanying liability). This phase typically involves a review of historical aerial photography, deed research, a review of recorded site information and an on-site inspection. If potential hazardous material contamination is indicated, a second phase of investigations may be required;

(2) Phase II – A Phase II investigation typically involves invasive data collection, such as sampling of soil, groundwater, or other existing media in order to determine the actual presence and extent of potential contamination. If potentially harmful levels of contaminants are present, a third phase can be required;

(3) Phase III – Phase III efforts involve actual mitigation of existing contamination. This may include removal of contaminated soil or hazardous materials, remediation of contaminated groundwater or soil, or some combination of these approaches using a number of innovative strategies.

Construction phase mitigation may be required if hazardous materials are encountered during construction activities. Residential and commercial relocations may involve asbestos removal, utility relocations may

encounter PCBs in older transformers, or hydrocarbon contamination may be discovered. These and other instances of contamination may be encountered during highway construction.

4. Ecological Resources

Regulatory Issues: Ecological resources are subject to adverse impacts from roadway expansion, and may require some type of mitigation.

Projects that involve modification to water bodies (impoundments, relocation, channel deepening or modification, filling, etc.) may require coordination with the USFWS under the Fish & Wildlife Coordination Act. Wetland and aquatic habitat impacts may be subject to the U.S. Army Corps of Engineer's (USACE) regulatory and mitigation requirements (avoidance, minimization, compensation). No issues associated with currently listed threatened/endangered species are anticipated.

Potential Mitigation: Mitigation issues related to high value, unregulated habitats are covered in a Memorandum of Understanding (MOU) between TxDOT and TPWD. This MOU generally encourages avoidance as the primary mitigation preference, but where avoidance is impossible, it prescribes an assessment of existing vegetation, usually by sampling, and then the compensatory planting of equivalent species on equivalent acreage, usually within the proposed roadway's right-of–way. In the past, the MOU has focused on high value areas such as riparian corridors, mature woodland vegetation, and prairie remnants. Coordination with TPWD regarding potential mitigation would be expected during the NEPA compliance process.

5. Cultural Resources

a. Regulatory Compliance: All Texas Department of Transportation (TxDOT) Highway Projects fall under the purview of Section 106 of the National Historic Preservation Act (1992, as amended), and also the provisions of the Texas Antiquities Code (TAC). Under Section 106, Federal Agencies are required to take into account the effect that the proposed undertaking will have on any historic properties that are eligible or potentially eligible for the National Register of Historic Places (NRHP), and that are located within the Area of Potential Effect (APE) of the project. In this case the project is federally funded ultimately by the Federal Highway Administration (FHWA), and therefore falls under Federal regulatory compliance statutes, and also is managed by TxDOT, and thus is subject to the tenets of the Texas Antiquities Code (TAC). Under the TAC, any archeological or historic resources located on lands owned or controlled by state agencies, or any local or regional municipality, may be considered as a State Archeological Landmark (SAL), and before any ground breaking on such localities can be conducted, coordination regarding the preservation or recording of such sites must take place with the Texas Historical Commission (THC).

In order to determine the potential for impacts to cultural resources, TxDOT will be required to consult with the THC regarding an agreed-upon APE as well as the scope of a cultural resource survey within the selected alternative's right-of-way.

b. Potential Mitigation: Potential measures for mitigating impacts to historic and archeological sites include:

- Detailed data recovery and documentation;
- Preservation of a site in place (avoidance);
- Appropriate planning and design considerations that maintain the visual and aesthetic character of the resource, or other criterion for eligibility; and
- Providing for the regular maintenance and surveillance of a historic property to lessen its deterioration and loss from vandalism and neglect.

Appropriate mitigation measures would be identified following consultation between TxDOT, FHWA, THC and the State Historic Preservation Officer (SHPO).

VI. TRAFFIC ANALYSIS

A summary of the traffic engineering studies and Level-of-Service (LOS) Analyses for the various alternatives follows:

A. Traffic Data

In order to perform the various traffic engineering studies and LOS analyses, several forms of data were needed (See Exhibit VI-1). The following is a summary of the sources of that data.

1. Data Supplied by TxDOT

TxDOT supplied volume counts at the following locations:

a. 2007 and 2027 anticipated average daily traffic volumes and turning movements along US 69 in Lindale without improvements

b. 2007 and 2027 anticipated average daily traffic volumes and turning movements along US 69 Lindale by-pass with improvements
c. 2002 and 2022 anticipated average daily traffic volumes and turning movements along US 69 at the required intersections
d. 2007 and 2027 anticipated average daily traffic volumes and turning movements along US 69 Lindale by-pass "Alternative A"
e. 2007 and 2027 anticipated average daily traffic volumes and turning movements along US 69 Lindale by-pass "Alternative B"

The traffic data supplied by TxDOT is included in Appendix C.

2. Data Collected by BWR

24-hour volume counts were taken at two sites on US 69 (existing) (tube counts collected on Tuesday, April 25, 2000)

a. North of IH 20 and south of CR 474
b. North of FM 16 and south of E. North Street

Turning movement counts were collected during the AM and PM peak periods at the following locations:

a. US 69 @ FM 16 (collected on May 19, 1999)
b. US 69 @ CR 431 (collected on May 19, 1999)
c. US 69 @ Eagle Spirit (collected on May 20, 1999)
d. US 69 @ IH 20 NSR (collected on May 18, 1999)
e. US 69 @ IH 20 SSR (collected on May 18, 1999)

The traffic data collected by BWR is included in Appendix C.

B. LOS Analyses

Highway Capacity Software (HCS) analyses were conducted to determine the Level-of-Service (LOS) for the following traffic conditions:

1. Existing traffic conditions on US 69 @ FM 16, CR 431, Eagle Spirit and IH 20 Intersections
2. Existing traffic conditions on US 69 Section South of Lindale
3. 2027-year future traffic conditions on US 69 @ FM 16, CR 431, Eagle Spirit and IH 20 intersections without improvements
4. 2027-year future traffic conditions on US 69 Section South of Lindale without improvements
5. 2027-year future traffic conditions on US 69 @ FM 16, CR 431, Eagle Spirit and IH 20 intersections with Reliever Route
6. 2027-year future traffic conditions on US 69 Section South of Lindale with Reliever Route
7. 2027-year future traffic conditions on Reliever Route Sections – IH 20 to FM 849, FM 849 to FM 16 and FM 16 to US 69

The following sections summarize the LOS analyses and results for each of the above mentioned conditions.

1. LOS analyses for existing traffic conditions on US 69 @ SH 16, CR 431, Eagle Spirit and IH 20 intersections

The existing peak hour a.m. and p.m. volumes and existing geometric information were used as input data for the HCS to determine the LOS at the above four intersections on US 69. The results of the operational analyses of the signalized intersections are presented in Table VI-1.

Table VI-1. HCS Analyses Results for Existing Traffic Conditions

Intersection	Peak	Intersection Delay (sec/veh)	Intersection LOS
US 69 at IH 20 NSR	AM	15.6	C
	PM	10.2	B
US 69 at IH 20 SSR	AM	18.2	C
	PM	16.4	C
US 69 at FM 16	AM	18.2	C
	PM	16.7	C
US 69 at CR 431 (W. South)	AM	19.6	C
	PM	17.4	C
US 69 at Eagle Spirit/Wood Springs	AM	18.4	C
	PM	13.5	B

From the above table, the intersections at IH 20 NSR, IH 20 SSR, FM 16, CR 431 and Eagle Spirit are operating at LOS C during the a.m. peak period. The eastbound through movements at FM 16 and CR 431 are operating at LOS D. The westbound movement at Eagle Spirit Drive is operating at LOS D.

The intersections at IH 20 SSR, FM 16 and CR 431 are operating at LOS C during the p.m. peak period. None of the individual movements are operating at LOS D during the p.m. peak period.

The LOS analyses output from HCS are included in Appendix C.

2. Existing traffic conditions on US 69 Section South of Lindale

HCS multilane highway LOS analysis was conducted for the section south of Lindale and north of IH 20 interchange. Existing volumes were used to analyze the section. The analyses were conducted for the section for two speed limits (50 mph and 55 mph). The analysis shows that the existing section is operating at a LOS A or LOS B. The results of the operational analyses of the section are presented in Table VI-2.

Table VI-2. HCS Analyses Results for the Section South of Lindale

Section	Direction	Speed Limit	LOS
1	Direction 1 (Southbound)	55 mph	B
	Direction 2 (Northbound)	50 mph	A
2	Direction 1 (Southbound)	55 mph	B
	Direction 2 (Northbound)	55 mph	A

The LOS analysis output from HCS is included in Appendix C.

3. 2027-year future traffic conditions on US 69 @ SH 16 and IH 20 intersections without improvements

The input traffic data supplied by the TxDOT for the year 2027 without improvements (without reliever route) was used for analyses. The 2027 volumes were converted in to peak hour volumes assuming a 60% directional distribution and a K factor of 9.8 provided by the TxDOT. The existing geometric information was used as input to determine the LOS at the above critical signalized intersections. The results of the operational analyses are presented in Table VI-3.

Table VI-3.
HCS Analyses Results for 2027 Traffic Conditions with Existing Geometrics

Intersection	Peak	Intersection Delay (sec/veh)	Intersection LOS
US 69 at IH 20 NSR	Peak Hour	*	*
US 69 at IH 20 SSR	Peak Hour	*	*
US 69 at FM 16	Peak Hour	*	*

Note: * value out of range (intersection operates at over capacity)

The analyses shows that the intersections at IH 20 and FM 16 along US 69 operate at an unacceptable LOS. The conditions at these intersections are oversaturated (volume to capacity ratio greater than 1.00). It indicates that congestion occurs at the intersections with long queues not able to clear the intersection in one cycle. Geometric improvements are needed at individual intersections (FM 16 and IH 20) to accommodate the 2027 traffic volumes. Since the intersections at CR 431 and Eagle Spirit are closely located (within one mile range) to FM 16, geometric improvements are also needed at these intersections through the downtown area. The congestion in the downtown area causes frustration to the driver, which in turn is a potential for accidents. Also, it is anticipated that US 69 will carry around 10% truck traffic through the downtown. Previous studies have shown that truck traffic increases accidents by a significant percentage, especially in congested areas.

The LOS analyses output from HCS are included in Appendix C.

4. 2027-year future traffic conditions on US 69 Section South of Lindale without improvements

HCS multilane highway LOS analysis was conducted for the section south of Lindale and north of IH 20 interchange with 2027 volumes and existing number of lanes. The analyses were conducted for the section for two speed limits (50 mph and 55 mph). The analysis shows that the existing section will operate at a LOS B. The results of the operational analyses of the section are presented in Table VI-4.

Table VI-4.
HCS Analyses Results for the Section South of Lindale for 2027 Volumes without Reliever Route and Existing Lanes (without widening)

Section	Direction	Speed Limit	LOS
1	Direction 1 (Southbound)	55 mph	B
	Direction 2 (Northbound)	50 mph	B
2	Direction 1 (Southbound)	55 mph	B
	Direction 2 (Northbound)	55 mph	B

The HCS multilane highway analysis shows that the section south of Lindale will operate at a LOS B. This is because the traffic entering this section of the highway is being metered by signalized intersections at the north and south ends. The improvement along this section may not be accurately measured unless improvements at the intersections are made to accommodate the 2027 volumes.

The LOS analyses output from HCS are included in Appendix C.

5. 2027-year future traffic conditions on US 69 @ FM 16 and IH 20 intersections with Reliever Route

The input traffic data supplied by TxDOT for the year 2027 with Reliever Route was used for analyses. The existing geometric information was used as input to determine the LOS at the above critical signalized intersections in the area. The results of the operational analyses are presented in Table VI-5.

Table VI-5.

HCS Analyses Results for 2027 Traffic Conditions with Reliever Route and Existing Geometrics

Intersection	Peak	Intersection Delay (sec/veh)	Intersection LOS
US 69 at IH 20 NSR	Peak Hour	*	*
US 69 at IH 20 SSR	Peak Hour	*	*
US 69 at FM 16	Peak Hour	33.5	D

Note: * value out of range (intersection operates at over capacity)

The HCS analyses show that the IH 20 intersections on US 69 will operate at an unacceptable LOS. The intersections will need geometric improvements to accommodate the 2027 volumes even after the reliever route is built. The intersections at IH 20 need to be analyzed after the reliever route is built.

The intersection at SH 16 on US 69 through downtown will operate at a LOS D, which is an acceptable LOS (LOS E is unacceptable). This indicates that if the reliever route is built, the intersections in the downtown area may not need any improvements. This is because the reliever route is anticipated to carry some of the through traffic on US 69 through downtown.

The LOS analyses output from HCS are included in Appendix C.

6. 2027-year future traffic conditions on US 69 Section South of Lindale with Reliever Route

HCS multilane highway LOS analysis was conducted for the section south of Lindale and north of IH 20 interchange with 2027 volumes with reliever route and existing number of lanes. The analyses were conducted for the section for two speed limits (50 mph and 55 mph). The analysis shows that the existing section will operate at a LOS B. The results of the operational analyses of the section are presented in Table VI-6.

Table VI-F.
HCS Analyses Results for the Section South of Lindale for 2027 Volumes with Reliever Route and Existing Lanes (without widening)

Section	Direction	Speed Limit	LOS
1	Direction 1 (Southbound)	55 mph	B
	Direction 2 (Northbound)	50 mph	A
2	Direction 1 (Southbound)	55 mph	B
	Direction 2 (Northbound)	55 mph	A

The HCS multilane highway analysis shows that the section south of Lindale will operate at a LOS A or LOS B.

The LOS analyses output from HCS are included in Appendix C.

7. 2027-year future traffic conditions on Reliever Route Sections – IH 20 to FM 849, FM 849 to FM 16 and FM 16 to US 69

HCS Freeway LOS analyses was conducted for the above sections on the reliever route with 2027 volumes. The reliever route assumed was a four lane controlled access freeway system with a 70 mph free flow speed. The

analysis shows that the reliever route will operate at a LOS A. The results of the HCS analyses are presented in Table VI-7.

Table VI-7. HCS Freeway LOS Analyses for Reliever Route

Section	Number of Lanes	Speed Limit	LOS
IH 20 to FM 849	4	70 mph	A
FM 849 to SH 16	4	70 mph	A
FM 16 to US 69	4	70 mph	A

The HCS freeway operational analyses show that the 4-lane reliever route will operate at a LOS A from IH 20/Loop 49 interchange to US 69 north of Lindale.

The LOS analyses output from HCS are included in Appendix C.

C. Traffic Summary

One goal of this study was to recommend the necessary improvements for US 69 in Lindale to accommodate the anticipated 2027-year north-south traffic through Lindale. The following is a summary of the improvements considered.

Reliever Route

The reliever route option offers the benefit of construction on a new route as opposed to rehabilitating or widening an existing route. Concerns that typically control revising existing highways to meet the increased demands decrease in influence. Utility relocations, right-of-way needs in existing established communities, drainage considerations, and traffic control during construction are greatly reduced. The reliever route provides heavy trucks and hazardous cargo a

route around the heart of the city. The reliever route also provides an alternate route for traffic that has no interest or reason for going through town.

Accident data provided by TxDOT for 1996 – 1998 is contained in Appendix C. The data shows the following accidents occurred from IH 20 to six miles north: 61 intersection related accidents; 33 non-intersection related accidents; 49 driveway related accidents; of these 143 accidents, there were 190 injuries; 10 included property damage; and two resulted in fatalities. It is anticipated the reliever route would reduce accidents and congestion for through traffic. This also is anticipated to increase the safety of the through traffic and pedestrians in the downtown area.

While several political/socio-economic issues are addressed in Section V, from a traffic engineering standpoint, the reliever route appears to offer the best solution for improving north-south mobility through Lindale. Also without the reliever route, the projected northbound traffic from Loop 49 from Tyler must travel east along IH 20 back to US 69 to continue north through town. For these reasons, a four lane controlled access parkway reliever route (See Typical Section, Exhibit IV-1) is recommended from the IH 20/Loop 49 interchange to US 69 north of Lindale.

IH 20 Interchange

The intersections of IH 20 at US 69 may require some improvements even with the reliever route constructed, due to anticipated increases in volume. This interchange needs to be analyzed again once the reliever route is constructed. The interchange may operate at an acceptable LOS if more than anticipated traffic is diverted to the reliever route.

VII. ASSESSMENT OF COMMUNITY SUPPORT

A steering committee consisting of various elected officials, business interests and citizens of Lindale was organized to assist TxDOT in assessing community issues related to the various options. Two steering committee meetings were held in Lindale. The first meeting was held February 7, 2000 and the second was held April 13, 2000. Meeting notes for these two meetings are included in Appendix E.

In general, the conclusion of the first meeting was that the eastern alternatives were not as desirable as the western alternatives. The conclusion of the second meeting was the three feasible alternates shown were acceptable in accordance with discussions from the first meeting, however, the committee requested a fourth feasible alternate (route D) be added to the north to allow an option for continued potential future growth of Lindale to the north within the reliever route. The committee was interested in anticipated traffic volume reports with and without the reliever route. These concerns are addressed in Section VI of this report and shown in Exhibits VI-1 & 2.

VIII. CONCLUSIONS AND RECOMMENDATIONS

Purpose and Need

The goal of this feasibility study was to evaluate design alternatives of a reliever route around the City of Lindale and the possible environmental impacts and make recommendations to construct or not to construct the proposed improvements.

Preliminary Corridor

After reviewing route alternatives to the east and west of the existing US 69; identifying environmental concerns and developing a preliminary assessment of environmental impacts; and assessment of traffic with and without the proposed reliever route, we

recommend TxDOT proceed with route study for the four feasible routes identified west of US 69.

One factor in this recommendation is TxDOT's proposed plans for Loop 49 south of IH 20, west around the City of Tyler being the southern terminus of the reliever route and the likely designation of this route as a US 69 bypass of Tyler. Additionally, environmental impacts are generally the same for the western routes as proposed to the eastern side of US 69. In general, the environmental impacts can be avoided, minimized, or mitigated during the final route selection.

Based on projected traffic volumes provided by TxDOT, with the reliever route constructed, the 2027 volume would be 28,400 vehicles per day (vpd), on US 69 north of IH 20. This volume is comparable to the 2007 volume of 29,000 vpd without the proposed reliever route constructed. Without the proposed reliever route constructed, the 2027 volume on US 69 north of IH 20 is projected to be 35,000 vpd.

Short Term Improvements

The HCS LOS analyses conducted on US 69 with and without reliever route shows that US 69 through Lindale operates at an acceptable LOS with the reliever route. Without the proposed reliever route, the intersections on US 69 would not operate at an acceptable LOS, which would require geometric improvements to be made through Downtown Lindale. A reliever route, therefore, offers a preferred solution to relieve traffic on US 69 through Lindale in the future.

Future Actions

We recommend the route be selected as soon as practical, due to continued growth of Lindale impacting currently available corridors, and the reliever route around the City of Lindale be constructed.

F-11 Steering Committee Meeting Minutes

APPENDIX E

STEERING COMMITTEE MEETING MINUTES

MEETING NOTES
TXDOT TYLER DISTRICT
US 69 RELIEVER ROUTE AT LINDALE, TEXAS
INITIAL STEERING COMMITTEE MEETING
2-7-2000

A kick-off meeting was held this date with TxDOT and the Lindale Reliever Route Steering Committee. Our Project Manager, Dennis Seal, discussed feasibility study. He discussed project schedule from feasibility study, public involvement and design. Also explained environmental constraints map.

Dennis pointed out the map of optional routes and discussed various pro's and con's of each.

TxDOT noted that multiple options should be ultimately recommended by the Steering Committee, as part of the feasibility study.

Dennis and our traffic engineer, Larry Cervenka, advised the report will contain information on traffic count and movement.

TxDOT advised that FHWA has not approved location of Loop 49 preferred route at this time.

The City of Lindale Mayor would prefer the loop route to be as close as possible to city center so Lindale could plan annexation to stay adjacent to loop.

Randy Hopmann stated major crossroads would be bridged over as a controlled access facility.

Dennis invited participants to come take a closer look at exhibits and discuss one on one.

Participants clarified a few other locations on the map. BWR annotated accordingly.

Mayor pointed out that a couple of subdivisions were planned based on earlier preferred routes. Economics/Banker commented on these subdivisions.

Wes McClure made suggestion to maybe split around Baptist Camp with western options.

The City advised development/growth happening near Hogg and Wood Springs corridors (150 or more houses). He said because of this, we need to establish (preserve) a corridor as soon as possible. Growth is occurring rather rapidly.

The City advised Target employs approximately 1,000 people.

Located new school location in green location.

Consensus was to look closer at western options based on assumption that Loop 49 (west) will be located in this area.

Mr. Hopmann asked members to help community understand that no specific alignment has been established. He offered to meet with any groups that need further understanding or clarifications.

Next meeting will be in about six weeks (after March 7th). BWR will notify each Steering Committee member. Meeting will be at about same time of day.

Notes recorded by Duane Stubbs

DS:ma

US 69 REL[illegible]VER ROUTE STEERING COMMITTEE M[illegible]ETING

LINDALE COMMUNITY CENTER

February 7, 2000

NAME	ADDRESS	PHONE# / EMAIL
STEVE LITTLEFIELD	TxDOT - Mineola	569-2349
Carroll R. Anderson	Box 1494 Lindale, TX 75771	882-5581
OWEN SCOTT	P.O. Box 130 Lindale, Tx 75771	882-3422
BOBBY McCLENNY	706 N. GEORGIA LINDALE, Tx 75771	882-6338
Randy C. Hopmann	TxDOT	510-9296
Mary M. Owen	TxDOT	510-9220
Douglas CRAWFORD	Timberline Baptist Camp	882-83183
Edward Neely	P.O. Box 482 Lindale, Tx	882-3409
Kip Mouser	3721 NNE Loop 323 TYLER, TEXAS 75708	903/592-3801
Vicki McClure	TxDOT, 2709 W. Front St. Tyler, 75702	510-9224
Clifford Bartley	14290 CR 474 Lindale, Tx 75771	882-6601
PERRY M HUTCHENS	PO BOX 520 LINDALE TX 75771	882-5347
Jerry Bob Terry	P.O. Box- 2 Lindale, Texas 75771	882-3304 Bus.

US 69 RELIEVER ROUTE STEERING COMMITTEE MEETING

LINDALE COMMUNITY CENTER
February 7, 2000

NAME	ADDRESS	PHONE# / EMAIL
LADD THOMPSON	TXDOT - MINEOLA	569-2349
Randy Redmond	TxDOT - Mineola 205 NE Loop 564 Mineola, Tx 75773	903-569-2349
CHARLES LANG	19537 CR 431 LINDALE, TEX. 75771	903-882-4816
Barham Fulmer	PO Box 1079 Tyler, Tx 75710-1079	903-535-4587
JOHN MELVIN	1892 HAWL W LINDALE Tx 75771	903-882-9933
Jennis Seal		
LARRY CERVENKA		
Duane Stubbs		

MEETING NOTES
TXDOT – TYLER DISTRICT
US 69 RELIEVER ROUTE AT LINDALE, TEXAS
SECOND STEERING COMMITTEE MEETING
4-13-2000

A progress meeting was held this date at the Civic Center in Lindale with TxDOT and the Lindale Steering Committee regarding feasibility of the loop in Lindale. At approximately 4:00, eight of the thirteen members on the Steering Committee were present. Wes McClure began the meeting. See attached sign-up sheet.

Mr. McClure of TxDOT explained to the group what had been done since the last time the Steering Committee met. The last meeting with the Steering committee had been February 7, 2000. Since then, the Loop 49 public meeting had been held on March 7. At that point, a decision regarding the preferred alternate was made. Since that time, the alternates associated with the south end of the Loop with a terminus different than the preferred alternate were eliminated. What is proposed to show on the final environmental constraint map is the route beginning at this location at the intersection with Interstate 20 and continuing north along three different routes which all terminate north of Lindale at the same location. The feasibility study does not require that a decision matrix be developed and a route be selected.

Next, Larry Cervenka of BWR provided a five-page summary (attached) of data collection on the project and associated level of service analysis developed from TxDOT's traffic information supplied. One committee member had a question on the future ADT without the Loop and future ADT on US 69 with the Loop and what the two ADT's were. Mr. Redmond said he would like to see it summarized in easy read format that showed anticipated daily traffic on US 69 today, in the future 2007, and then in the future 2027 with and without the reliever route. The question was raised if the traffic data provided by TxDOT accounted for Loop 49 traffic associated with the southern terminus of the Lindale reliever route. It was generally agreed by TxDOT that TxDOT Traffic Section in Austin probably did not account for traffic associated with Loop 49 since the counts provided by Austin seemed low. Wes McClure said he would ask Austin to provide information given this fact and advise of the reduction of traffic on US 69 with the reliever route. Mr. McClure said he thought he could have this information to BWR in two weeks.

Next, a schedule for completion of the feasibility study was discussed. It was agreed that if Mr. McClure could get the information from Austin within two weeks that BWR could complete the feasibility study within 30 days upon receipt of this information which adds approximately six weeks from the current date, so the anticipated date of completion for the draft feasibility study was established at June 1, 2000. Mr. McClure stated that this could be the final meeting of the Steering Committee provided they were satisfied with the information presented and did not want to meet after reviewing the draft report. Mr. McClure stated that TxDOT wanted to schedule a public meeting with a workshop format to discuss the final report after it had been approved by TxDOT.

Mr. Cervenka noted that the corridors shown were 1,000 feet between the lines so at approximately 400 feet of necessary right-of-way, there is "wiggle room" within the corridors shown to make adjustments to the alignment as needed to further minimize impacts. Larry mentioned that costs associated with each one would need to be factored and shown in the draft feasibility study for comparison.

One of the Steering Committee members noted that with the growth of Lindale and that development which is anticipated over the coming years, Lindale is moving to the north, especially on the west side and most of the development in that area is industrial/commercial. The committee members suggested continuing the route further north just south of Duck Creek and showing an option to do his. Larry told them that we would show a proposed corridor option that continues north tying to this location. This location was noted by BWR on the map that we kept.

Next, the formal presentation ended and the members took the two constraint maps and USGS maps and further looked at the proposed alignments. A majority of the discussion centered about extending the route further north as well as identification of some additional constraints that were noted on the environmental constraint map. At the close of the informal session, the consensus of the group was that the red route was potentially the most preferable and the other two routes, while feasible, would probably not be preferable, and the committee did desire that a route that continued further north be shown as feasible. Mr. McClure asked the committee if they believed they needed to meet after the draft feasibility study report was complete. The committee indicated that they did not believe a further meeting would be necessary. Mr. McClure said TxDOT would review the draft and finalize it and then a public meeting/workshop with a continuous video with audio description in a Power Point format running at the meeting. He noted that no recommended alternative would be presented at the public meeting and no recommended alternative would be produced as a result of the feasibility study, since the feasibility study's purpose is to identify three feasible routes. The feasibility study will be presented to Austin by approximately July 2000 timeframe.

The next step will be for TxDOT to proceed with the long-range planning phase performing the route studies and would probably would be three or four years before TxDOT would begin purchase of right-of-way. Mr. McClure mentioned the impact project funding would have on the schedule for the project. He noted that the Reliever Route would be an extension of Loop 49 and this entire segment of the roadway from Tyler to Greenville has been designated as a trunk system route which in the area of constructing a Reliever Route would involve no at-grade intersections and controlled access freeway section. Members were concerned with the points of access that would be available, and it was noted there would be three or four along the route as potential intersections and this will be so noted in the feasibility study.

The meeting adjourned at approximately 5:00 p.m.

Notes recorded by Kevin Newman.

KDN:ma

Sign In Sheet

Name		
		~~214-373-7873~~
LARRY CERVENKA	Buchanan, [illegible]	
Kevin D. Newman	BWR	581-7844
Greg Evans	BWR	581-7844
Ken Nations	BWR	214-373-7873
Stephen K. Littlefield	TXDOT	903-569-2349
RANDALL C. REDMOND	TXDOT	903-569-2349
[illegible] THOMPSON	TXDOT	903-569-2349
Wes McClure	TXDOT	510-9224
Douglas Crawford	Timberline	882-3183
[illegible]	Smith County [illegible]	882-3304
[illegible]	[illegible]	882-5347
[illegible] Fulmer	South Side Bank	535-4587
Owen Scott	City of Lindale	882-3422
[illegible] C Whiteley	Tanne Lake	882-3176
[illegible]	Advantage Mortgage	Home 882-3409 Bus. 882-5538
Charles [illegible]	Lane's Furniture	H- 882-6251 Bus- 882-4816
Darrell R. Anderson	Lindale Eco. Dev.	H 882-5846 Off 882-5581
ED WATTS	4118 + 69 owner	903-882-4549

TOTAL P.02

US 69 FEASIBILITY STUDY
LINDALE, TEXAS
DATA COLLECTION

1.0 DATA COLLECTION

Turning Movement Counts

Turning movement counts were conducted during the AM and PM peak periods at the following locations on US 69.

1) IH 20 North and South Service Roads
2) Highway 16 (Hubbard Street)
3) CR 431 (South)
4) Eagle Spirit (Wood Springs)

2.0 Projected Traffic Volumes

The TxDOT provided the 2007 and 2027 Average Daily traffic volumes for the proposed Bypass (Alternative #5). BWR adjusted these volumes to provide projected hourly turning movement volumes.

For US 69 through downtown Lindale (Alternative # 1), BWR adjusted existing turning movement volumes to estimate the 2007 and 2027 projected hourly volumes.

3.0 Traffic Engineering Studies

Table 1 summarizes the HCS analysis for the existing traffic and roadway conditions. **Table 2** summarizes the HCS analysis results for 2027 projected traffic for Alternative # 1 (US 69 Through Downtown Lindale) with existing lanes. **Table 3** summarizes the HCS Analysis for projected traffic with additional lanes. **Table 4** summarizes Traffic Signal warrant Analysis for Alternative # 5 (By-Pass). **Table 5** summarizes the HCS Analysis results for Alternative # 5 (ByPass) with 2027 traffic volumes.

Table 1. HCS Analysis Results for Existing Traffic Conditions US 69 Through Downtown

Intersection	Peak	Cycle Length	Inters. Delay (sec/veh)	Inter-section LOS
US 69 at IH 20 NSR (signalized intersection)	AM	80	15.6	C
	PM	80	10.2	B
US 69 at IH 20 SSR (signalized intersection)	AM	80	18.2	C
	PM	80	16.4	C
US 69 at HWY 16 (signalized intersection)	AM	90	18.2	C
	PM	90	16.7	C
US 69 at CR 431 (W. South) (signalized intersection)	AM	90	19.6	C
	PM	90	17.4	C
US 69 at Eagle Spirit/Wood Springs (signalized intersection)	AM	90	18.4	C
	PM	90	13.5	B

Table 2. HCS Analysis results for 2027 Volumes US 69 Through Downtown (Existing Lanes)

Intersection	Peak	Cycle Length	Inters. Delay (sec/veh)	Inter-section LOS
US 69 at IH 20 NSR (signalized intersection)	AM	90	*	*
	PM	90	15.6	C
US 69 at IH 20 SSR (signalized intersection)	AM	90	*	*
	PM	90	*	*
US 69 at HWY 16 (signalized intersection)	AM	90	*	*
	PM	90	*	*
US 69 at CR 431 (W. South) (signalized intersection)	AM	90	*	*
	PM	90	*	*
US 69 at Eagle Spirit/Wood Springs (signalized intersection)	AM	90	*	*
	PM	90	27.3	D

* Value out of Range (Intersection Fails)

Table 3. HCS Analysis results for 2027 Volumes

US 69 Through Downtown (Proposed Lanes – 7 Lanes)

Intersection	Peak	Cycle Length	Inters. Delay (sec/veh)	Inter-section LOS
US 69 at IH 20 NSR (signalized intersection)	AM	80	23.9	C
	PM	80		
US 69 at IH 20 SSR (signalized intersection)	AM	80	20.5	C
	PM	80	24.7	D
US 69 at HWY 16 (signalized intersection)	AM	90	22.6	C
	PM	90	17.9	C
US 69 at CR 431 (W. South) (signalized intersection)	AM	90	26.6	D
	PM	90	21.3	C
US 69 at Eagle Spirit/Wood Springs (signalized intersection)	AM	90	29.3	D
	PM	90	11.7	B

Table 4. Traffic Signal Warrant Analysis Summary for Alternative #5 (Bypass)

Intersection	Warrants Signal	
	2007 Volumes	2027 Volumes
IH 20 SSR at Alt. #5	Yes	Yes
IH 20 NSR at Alt. #5	Yes	Yes
FM 849 at Alt. #5	Yes	Yes
FM 16 at Alt. #5	Yes	Yes
CR 432 at Alt. #5	No	Yes
US 69 at Alt. #5	Yes	Yes

HCS analyses was conducted assuming the intersections at IH 20 Service Roads, FM 849, FM 16, CR 432 and US 69 are signalized and the Bypass as a four-lane undivided highway. The HCS analysis (Table 6) indicates that all intersections will operate at an acceptable Level of Service (LOS). The proposed intersection geometrics are shown in Figures 5, 6, 7, 8 and 9, respectively.

Table 5. HCS Analysis Results for Alternative #5 (Bypass)

Intersection	Peak Volumes	Cycle Length	Inters. Delay (sec/veh)	Inter-section LOS
Alt #5 at IH 20 NSR (signalized intersection)	2007	80	16.2	C
	2027	90	16.0	C
Alt #5 at IH 20 SSR (signalized intersection)	2007	80	12.8	B
	2027	90	16.0	C
Alt #5 at FM 849 (signalized intersection)	2007	80	17.7	C
	2027	80	18.9	C
Alt #5 at FM 16 (signalized intersection)	2007	80	19.3	C
	2027	80	20.0	C
Alt #5 at CR 432 (signalized intersection)	2007	80	15.9	C
	2027	80	16.6	C
Alt #5 at US 69 (signalized intersection)	2007	80	10.7	B
	2027	80	11.0	B

Table of Contents

Project History Summary

In 1999 the Texas Department of Transportation (TxDOT) Tyler District began studying the feasibility of a reliever route for US 69 in the City of Lindale, Texas. The purpose of the route is to increase safety and decrease traffic congestion on US 69 through the City of Lindale by diverting non-local, thru-traffic onto a separate route. The feasibility study considered alternatives to the east and to the west of the City of Lindale. Due to the location of the future Loop 49 terminus northwest of Tyler and the existing development east of US 69 in Lindale, the feasibility study determined that a reliever route west of the City of Lindale would be preferred. It was determined that the reliever route would tie in to the north end of proposed Loop 49 at IH 20 southwest of Lindale. The US 69/ LP 49 North route would extend north and tie in to US 69 north of the City of Lindale. Four potential corridors were identified during the Feasibility Study. Pursuant to the feasibility study, an additional corridor was added in 2004, further west to avoid development that had occurred since the time of the initial study.

In 2004, TxDOT desired to continue progress on the Lindale reliever route. At that time Bucher, Willis & Ratliff Corporation (BWR) was chosen as a consultant to work with TxDOT to complete the Corridor Study portion of this project while developing an Environmental Assessment (EA) for the project. A Draft Corridor Summary Report was subsequently developed from August 2004 to January 2005. An open house public meeting was held on November 18, 2004. Following the initial public meeting, a Steering Committee was formed consisting of local community leaders to provide input into the development of the Reliever Route location. This steering committee, with additional members from potentially affected homeowners associations and landowners with large acreage, was invited, via a mailed invitation letter, to attend a meeting on January 5, 2005 in which corridor alternatives were presented. Upon completion of the Draft Corridor Summary Report and the Draft EA, the determination that the project merited development as an Environmental Impact Statement (EIS) was determined. Potential Toll funding of the project was presented at multiple public meetings including the November 18, 2004 public meeting referenced above and continues to be discussed as an option for funding.

The August 2005 federal passage of the Safe, Accountable, Flexible, Efficient Transportation Act: a Legacy for Users (SAFETEA-LU) required additional public involvement and agency coordination requirements for EIS projects that included developing a Need and Purpose Statement and a Coordination Plan for the project. A Notice of Intent (NOI) to develop an EIS

was published in the Texas Register on August 11, 2006 followed by public involvement in the fall of 2006 to develop EIS study corridors and corridor evaluation criteria.

Project Need and Purpose; Project Coordination Plan

The Project Need and Purpose Statement as well as the Project Coordination Plan was developed and forwarded to the FHWA for review and approval. The FHWA approved these documents on April 3, 2007 and are attached to this report in the report Appendix.

Study Area

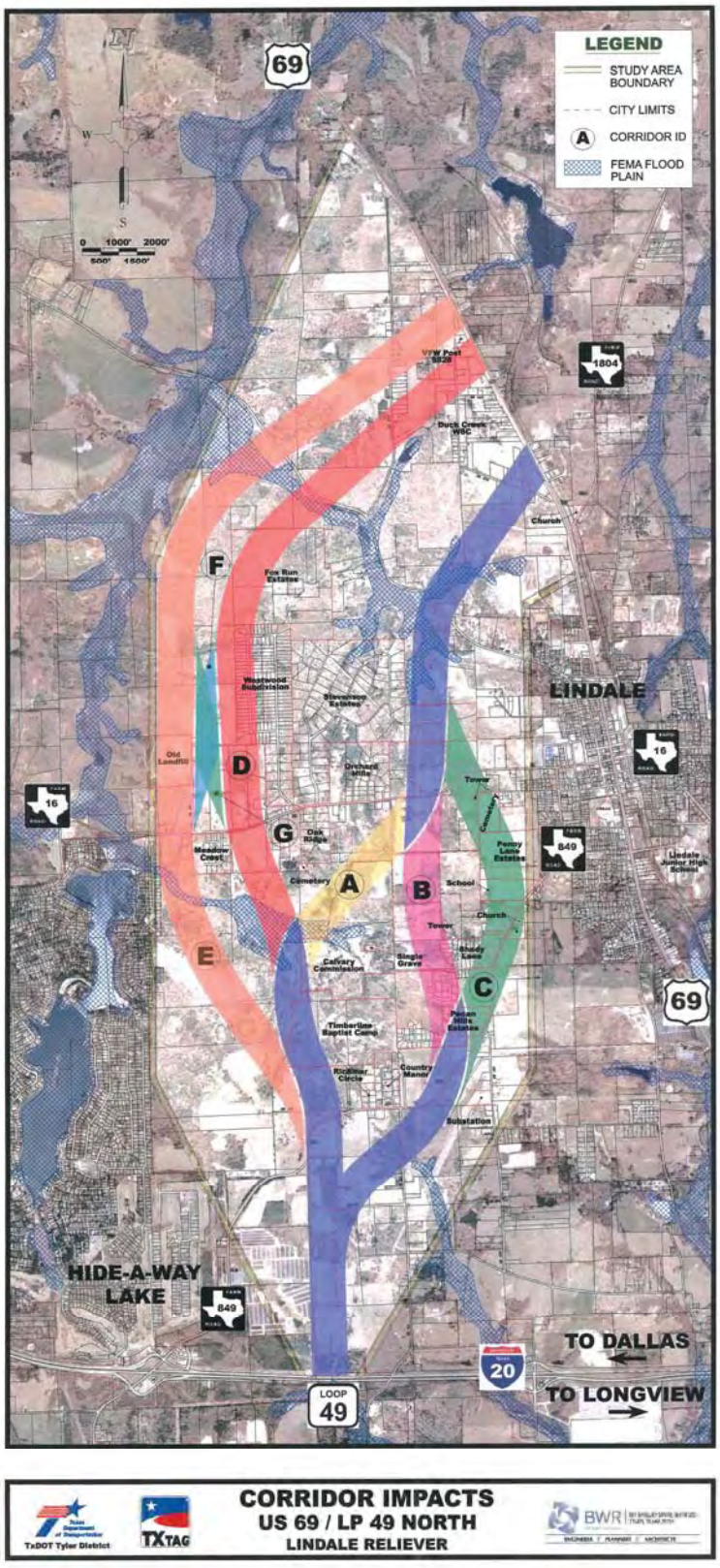
The Study Area for this project is bounded by the city of Lindale to the east, the city of Hideaway to the west, and Duck Creek to the northwest. The project would terminate at IH 20 to the south and at US 69 to the north. The project would make use of the planned LP 49 facility by providing continuation of LP 49 north of IH 20. The Study Area Map for the project is attached to this report in the report Appendix.

Corridor Alternatives

Seven 1,000 foot wide corridor alternatives were developed in concert with the cumulative Public Meetings and Participating Agency meetings held to date. Corridors A,B,C and D were created during the initial feasibility study conducted in 1999. Corridors E and F were created and added during development of the EA. Corridor G was created and added during the EIS scoping meetings.

Uncontrolled property data and aerial photography were obtained from Smith County. Environmental information was collected from various sources. Preliminary utility locations were collected from the major utilities in the area. For evaluation purposes, horizontal centerline alignments with preliminary profiles were created in order to assess geometric desirability and to better estimate the probable construction cost of each alternative.

The Southern end of each of the alternatives connects with the northern terminus of the proposed Tyler Loop 49 at IH 20. Alternatives A, B and C have varying routes in and around the City of Lindale but connect to existing US 69 at the same location, slightly north of the intersection of CR 4116 with US 69 (approximately one half mile north of the intersection of FM 1804 with US 69). Corridor D follows Corridor A from IH 20 for approximately 2 miles and then veers off to the west to track approximate one mile to the west of Corridor A. Corridor E follows Corridor D for approximately one and one half miles north of IH 20 and veers off to the west to track one half mile west of corridor D. Corridor F follows Corridor E south of FM 16 and crosses over to Corridor D north of FM 16, following Corridor D to existing US 69. Corridor G follows Corridor D south of FM 16 and crosses over to Corridor E north of FM 16, following Corridor E to existing US 69. An exhibit depicting the study corridors is shown to the right.



Corridor Evaluation Criteria

Corridor Evaluation Criteria developed during the EA was used as a starting point for discussion with Participating Agencies. A meeting with Participating Agencies was held on November 16, 2006 to present these Corridor Evaluation Criteria and each Participating Agency was allowed an opportunity to review and comment within a 30 day time frame. Based on Participating Agency review and comment, the Corridor Evaluation Criteria was categorized within the broad areas of Project Cost and Engineering Criteria, Project Safety and Access Criteria, Social/Human Environment Criteria, and Natural Environment Criteria. The following is a listing of these broad categories and Evaluation Criteria:

Project Cost & Engineering Criteria
Project length (mi)
Project Construction Cost (Million $)
Project ROW and Utility Adjustment Cost (Million $)
Project Construction + ROW Cost (Million $)
Number of major utility crossings requiring adjustment (#)
Ability to economically construct project in phases
Existing Topography and Earthwork requirements (Million CY/ Mile)
Estimated Number of Residential Property Improvement Impacts (ea)
Estimated Number of Commercial Property Improvement Impacts (ea)
Project Safety and Access Criteria
Number of Interchanges (#)
Skew of Interchanges (# skewed > 15 degrees)
Number of Grade separations (#)
Skew of Grade separations (# skewed > 15 degrees)
Access to Developing Areas (# Parcels)
Number of new access roads (#)
Length of new access roads (mi)
Temporary Construction Effects (# of locations)
Social/Human Environment Criteria
Commercial Land Use (ac)
Community Land Use (ac)
Church Land Use (ac)
Oil/Gas Land Use (ac)
Park Land Use (ac)

Public Land Use (ac)
Residential Land Use (ac)
Mixed Residential/Commercial Land Use (ac)
School Land Use (ac)
Pedestrian and Bicycle Facilities (mi)
Air Quality – Attainment Issues
Noise Levels – Receivers within corridor (ea)
Historic and Archeological Assets [recorded](ea)
Cemeteries (ac)
Social and Economic Impact of Tolled Highway
Hazardous Waste Sites (points)
Hazardous Waste Sites (old landfill) (ac)
Water Wells [recorded] (ea)
Light Pollution - Sensitive Receivers within corridor (ea)
Mobile Source Air Toxics - Degree of impact
City and County Actions, Resolutions and Planning Documents
Natural Environment Criteria
Waters of the US/Wetlands (ac)
Waters of the US/Streams (lf)
Water Quality – 303(d) listed streams (ea)
Developed vegetation (ac)
Pasture (ac)
Pine forest (ac)
Pine/hardwood forest (ac)
Riparian woodland (ac)
Water [lake, open water] (ac)
Wildlife Habitat – Fragmentation of Wildlife Habitat
Floodplains – number of crossings (#)
Floodplains – acres (ac)
Threatened/Endangered Species– Federally Listed Occurrences (ea)
Threatened/Endangered Species– State Listed Occurrences (ea)
Occurrences of State Tracked Rare Resources [other than state and federal T&E species](ea)
Aesthetic and Scenic Quality – degree of constraint
Indirect and Cumulative Effects on area resources

Design Standards

The proposed design for the US69/LP 49 North Lindale Reliever is for a high speed access controlled facility with development potential as a Toll Road. The Design Standards for the mainlanes of the facility would meet a minimum 70 mph design speed and meet the requirements for a Freeway section in TxDOT's Roadway Design Manual. The connecting ramps to crossing streets would meet a minimum 50 mph design speed and local crossing roadways in need of construction or reconstruction would meet a minimum 30 mph design speed. Where crossing roadways consist of higher functionally classifies roadways, the minimum design speed and design standards would meet or exceed values in accordance with the TxDOT Roadway Design Manual. The following tables list current recommended Design Standards for the project:

Mainlanes:

Design Element	Desirable	Minimum
Design Speed	70 mph	70 mph
Max. Horizontal Curvature	3405' R	2050' R
Max. Superelevation Rate	6.0%	6.0%
K value (sag vertical curve)	220	181
K value (crest vertical curve)	540	247
Maximum Grade	4.0%	4.0%
Minimum Grade	0.50%	0.25%

Roadway Feature	Dimension
Thru Lane Width	12'
Bridge Width	38' (one way)
Shoulder (Inside)	4'
Shoulder (Outside)	10'
Median Width (Depressed)	76'
Cross Slope (Thru Lane)	2%
Cross Slope (Shoulder)	2%
Structure Clearance (Horizontal)	30' min.
Structure Clearance (Vertical)	16'-6" min.

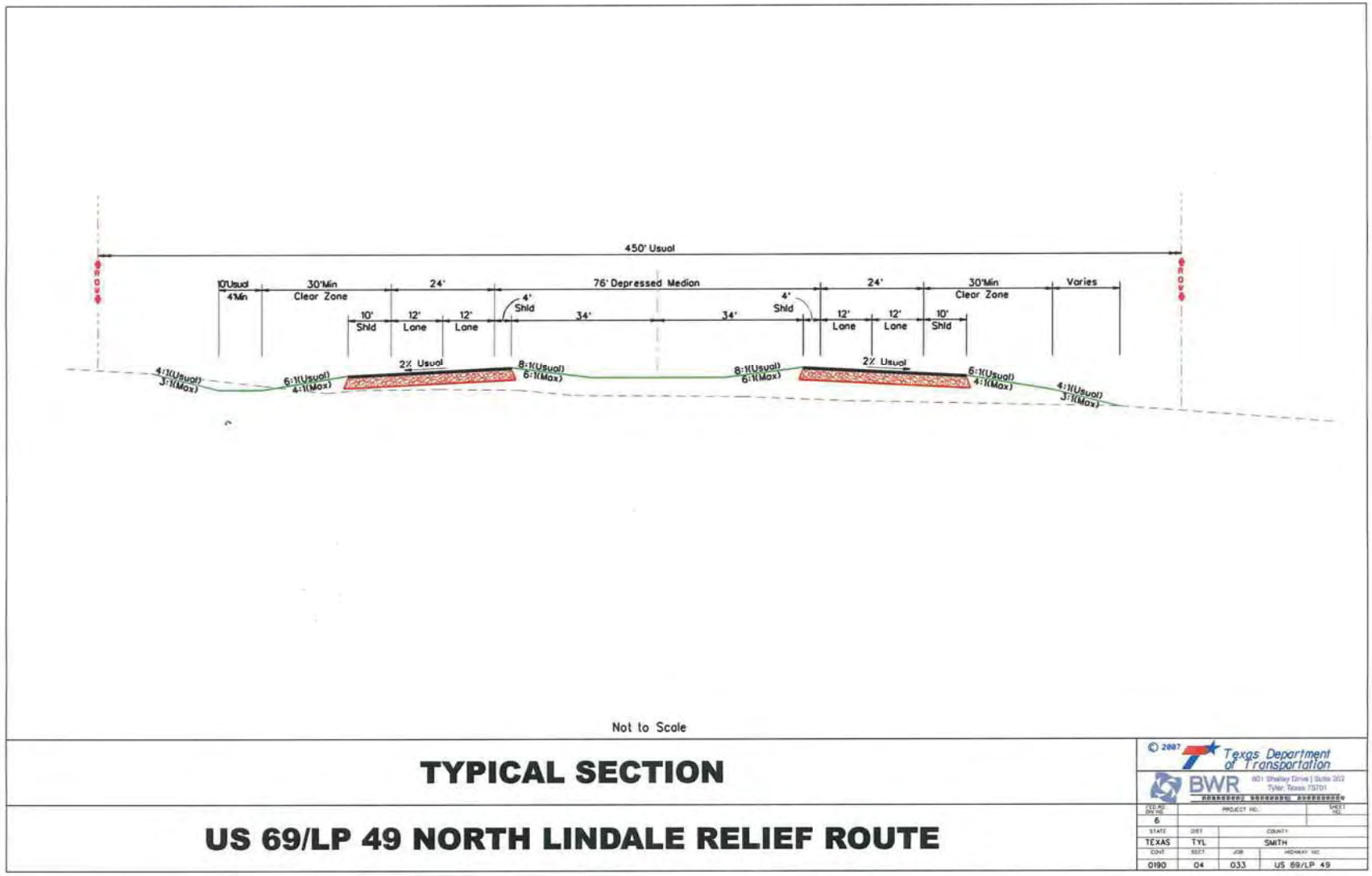
Ramps & Crossroads:

Design Element	Ramp	Crossroads
Design Speed	50 mph	30 mph min. or As Per Design Manual
Max. Horizontal Curvature	835' R	275' R or As Per Design Manual
Maximum Grade	5% (Steeper grades may be allowed for unusual conditions)	10% or As Per Design Manual
Minimum Grade	0.50%	0.50%
Proposed Number of Lanes	1 Lane / 2 Lane	2
Lane Width	14' / 12'	10' or As Per Design Manual
Inside Shoulder	2' / 2'	N/A
Outside Shoulder	6' / 6'	2' or As Per Design Manual

Typical Section

The proposed ultimate typical section design for the US69/LP 49 North Lindale Reliever is for a four lane facility consisting of two southbound lanes and two northbound lanes separated by a depressed median. The project may be constructed in phases as funding allows. The phasing of construction may mirror the phasing of the southern segments of LP 49 with two of the four lanes initially built with two way traffic operation on one of the two ultimate roadbeds. The ultimate typical section is shown on the following page.

Proposed Ultimate Typical Section



Engineering Analysis

Engineering studies for each corridor were performed to evaluate various criteria including:

- project length
- project cost associated with:
    - horizontal centerline alignment (based on design requirements)
    - vertical centerline alignment (based on design requirements)
    - preliminary bridge lengths (based on profile)
    - preliminary estimate of construction quantities
- phase construction implementation
- standing structure impacts
- skew and number of interchanges
- skew and number of grade separations
- traffic access
- temporary construction affects
- major utility conflicts

These engineering studies were conducted in concert with traffic studies for each Corridor. Design Traffic Data for this project was developed by the TxDOT Transportation Planning and Programming Division and a copy of the data transmitted to the TxDOT Tyler District is attached to this report in the report Appendix. Traffic studies performed for this study include determination of level of service, interchange location and interchange configuration. In addition, a corridor engineering evaluation was performed. The results of the traffic studies and engineering evaluation for the project corridors follow as part of this report.

Traffic Study - Level of Service Analysis

Operational analysis for the main lane segments of the proposed Lindale Reliever Route was carried out to obtain the level of service. Table 1 summarizes the analysis results.

Table 1 Level of Service for Main Lane Segments

Segment	LOS*
IH-20 to FM 849	A
FM 849 to FM 16	A
FM 16 to CR 431	A
CR 431 to US 69	A

** Level of service is A for 2007, 2027, and 2037 design years.*

Weaving analysis was also performed for the assumed conceptual interchanges at FM 849 and FM 16. The 2037 design year volumes were used in the analysis. The results indicated a LOS A operation for the weaving sections. Results of operational analysis for main lane segments and weaving analysis are attached to this report in the report Appendix.

Traffic Study - Interchange Locations

For potential interchanges at FM 849, FM 16, and CR 431, there is no significant volume of traffic to warrant interchanges solely on the basis of projected traffic volumes. The maximum projected ramp volume at FM 849 during a peak hour is 35 vph, 115 vph at FM 16, and 50 vph at CR 431. Consideration of other factors, such as economic development, access for emergency vehicles and other factors could provide justification for the need of interchanges.

Since the reliever route is a high class road functioning as a controlled access freeway, a grade separation is appropriate at all three locations. An interchange at FM 16 could be justified on reasons other than traffic volumes. Among other reasons could be its strategic location, which is about midway of the reliever from IH-20 to US 69. An interchange at this location would provide access to the reliever by the largely residential neighborhoods in the area, and provide the opportunity for economic development in the area and improve emergency vehicle access. It also provides the largest ramp volume forecasts of the three potential interchange sites.

Traffic Study - Interchange Configuration

Two new interchanges are recommended for the Lindale Reliever Route. A new Diamond interchange at FM 16 would allow access to drivers wishing to enter and exit into Lindale. At the north end of the reliever route, a modified trumpet interchange at existing US 69 is planned as the second new interchange. The existing planned interchange configuration at IH 20 and Loop 49 to the South consists of a three level diamond interchange with the IH 20 mainlanes making the first or lowest level, the IH 20 frontage road and frontage road bridges over the IH 20 mainlanes making the second or middle level and the US 69/LP 49 mainlanes making the third or highest level. This three level diamond interchange design has been presented during development of the LP 49 west segment schematics and would be carried forward in the schematic designs for this project.

Corridor Engineering Evaluation

Evaluation data for various engineering evaluations for each corridor were conducted between December 2006 and May 2007 for each study corridor. Three engineering observations of special note were discovered during the corridor evaluations and include the close proximity of Davis Branch Creek to FM 16 for corridors E and F, the vertical alignment requirements over the Old Lindale Landfill for corridors E and F, and the terrain near Stevenson Branch Creek for corridors D and F. The first engineering observation related to the close proximity of Davis Branch Creek to FM 16 affects corridor E and F and requires the ramps south of FM 16 to consist of bridge structures, adding to the cost for corridors E and F. The second engineering observation related to the vertical alignment requirements for corridors E and F to pass over the Old Lindale Landfill to avoid excavating into the closed landfill would required raising the gradeline of the mainlanes approximately 30 feet from the desired location. This would result in an uneconomical earthwork design and higher project costs with large embankment fills between the Old Landfill and FM 16 for corridors E and F. The third engineering observation related to the terrain near Stevenson Branch Creek for corridors D and F requires a bridge over Stevenson Branch Creek approximately 100 feet above the creek bed, a bridge much higher and more costly than bridges typically constructed in east Texas. This unique bridge geometry adds to the anticipated construction cost for corridor D and F. These engineering and cost factors are included in the cost and corridor evaluation data that is included in the appendix of this report.

Environmental Analysis

A number of environmental criteria as previously discussed in this study document were evaluated with regard to the construction of a US 69 / LP49 North Lindale Reliever Route. This preliminary evaluation of environmental analysis is based primarily on existing, published information supplemented with limited field reconnaissance and aerial photo interpretation. Site-specific investigations such as field wetland delineations, presence/absence surveys, hazardous material site assessments and noise modeling would be conducted during subsequent NEPA document work. The resulting corridor evaluation data for social and natural environmental criteria for each corridor is attached to this report in the report Appendix as well as a copy of the study area environmental constraints map.

Corridor Summaries

Corridor summaries shown in the following pages show the length, cost, and summary of impacts associated with each individual corridor analysis. This analysis was included in the public meeting held on May 22, 2007. A copy of the Tyler Morning News newspaper article, published on May 23, 2007 is included in the appendix outlining the information conveyed at this public meeting.

Corridor A

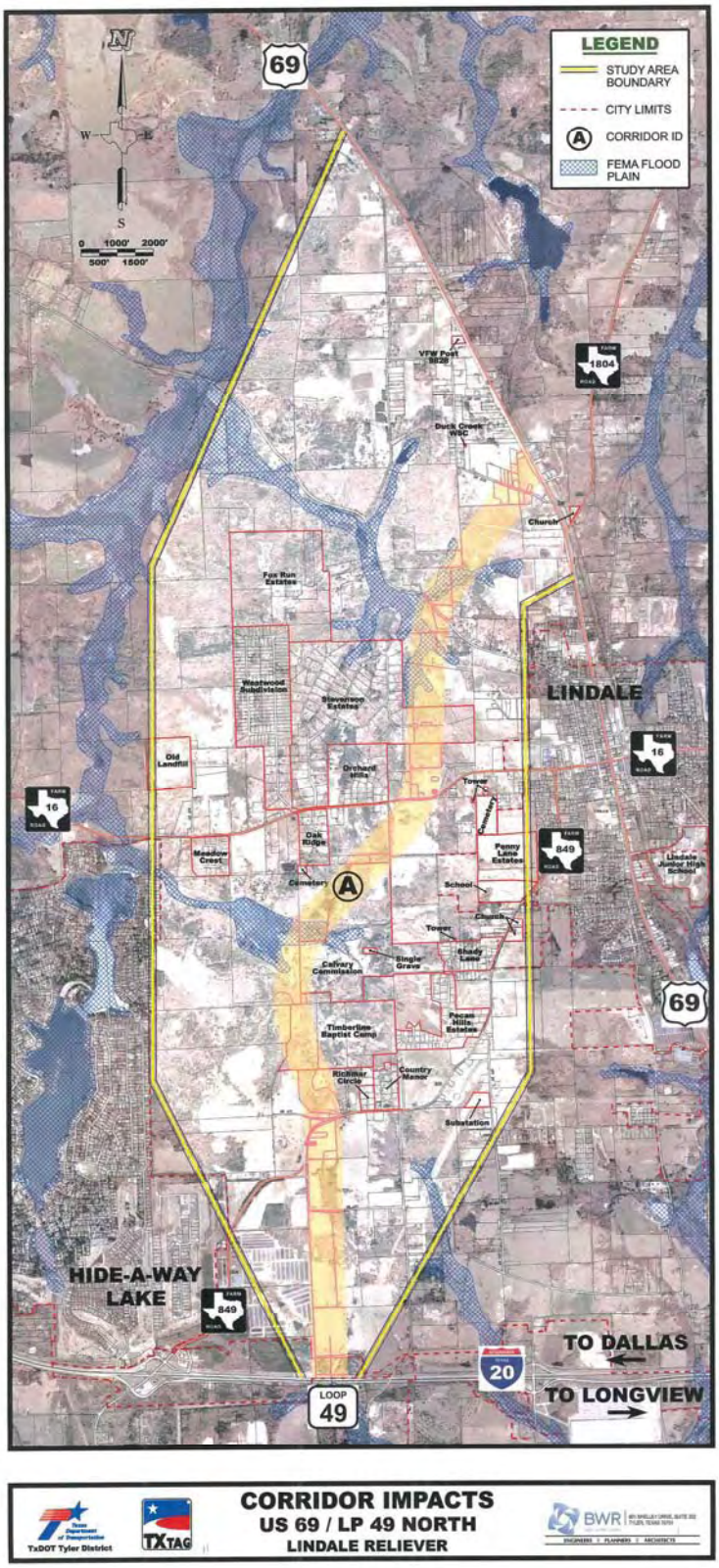
Length of Corridor 5.2 miles

Preliminary Estimate of Probable Construction Cost $86,000,000

Preliminary Estimate of Probable ROW Cost $6,900,000

Summary:

- High residential impacts
- High community land use acreage
- Moderate number of grade separations
- Moderate ROW cost
- High wetland acreage
- High impact to streams (LF)
- High lake/ open water acreage
- High floodplain acreage
- Moderate noise impacts



Corridor B

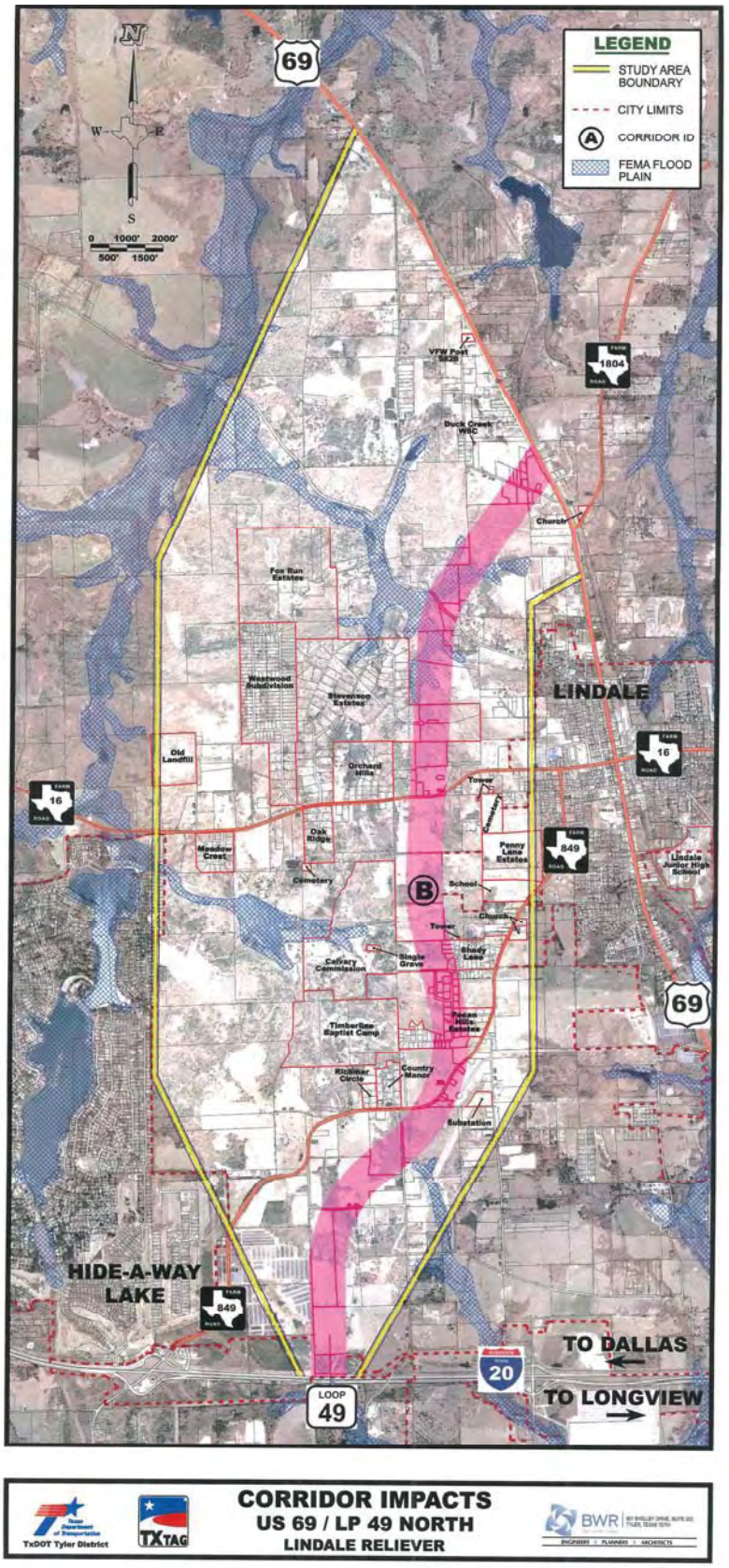
Length of Corridor 5.2 miles

Preliminary Estimate of Probable Construction Cost $80,800,000

Preliminary Estimate of Probable ROW Cost $10,000,000

Summary:

- High residential impacts
- High ROW cost
- High community land use acreage
- High noise impacts
- High light population impacts
- High number of grade separations
- High number of temporary construction impacts
- High developed vegetation acreage
- High lake/ open water acreage
- High floodplain acreage
- High wetland acreage
- Moderate impact to streams (LF)



Corridor C

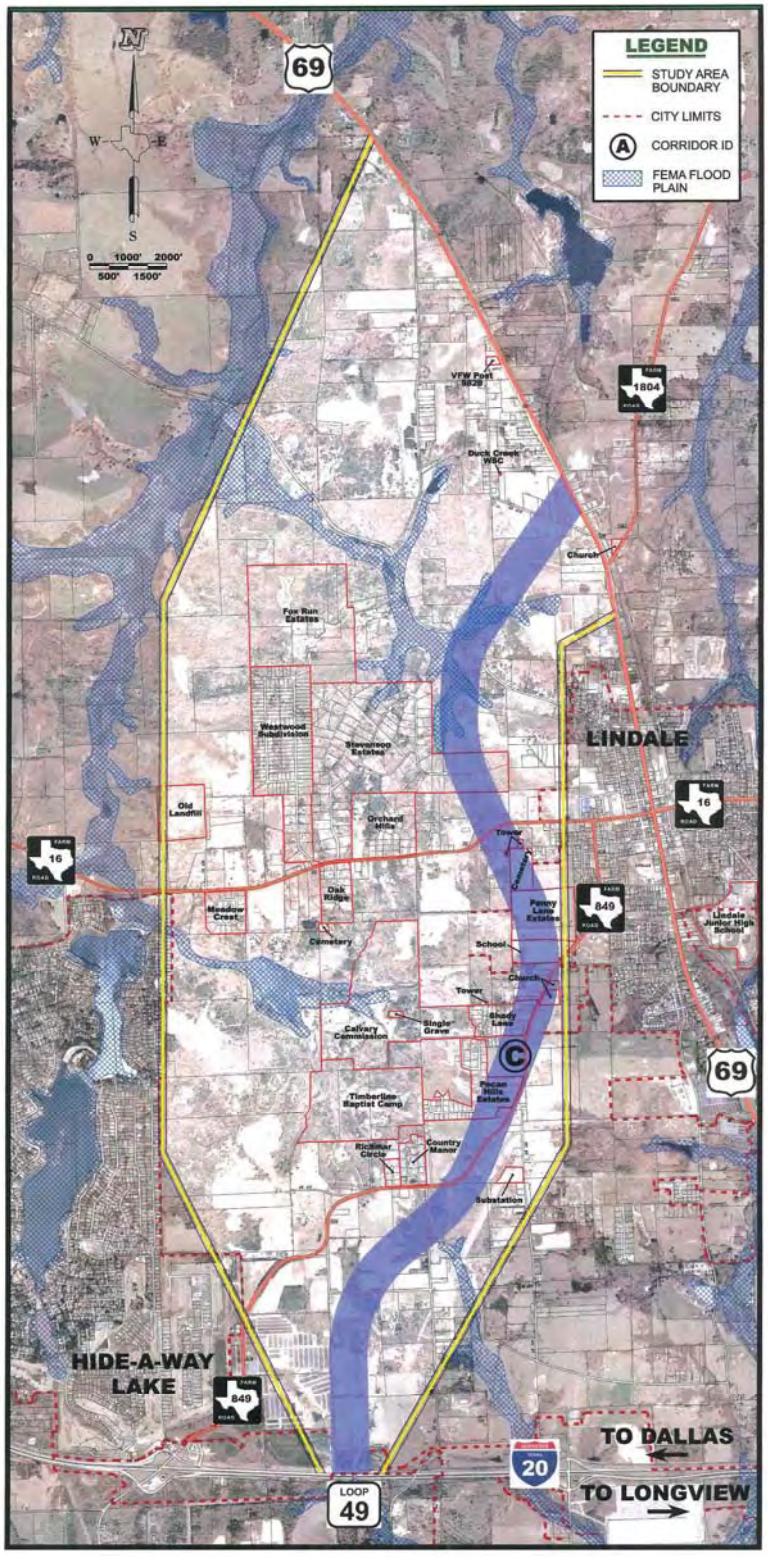
Length of Corridor 5.3 miles

Preliminary Estimate of Probable Construction Cost $84,700,000

Preliminary Estimate of Probable ROW Cost $13,300,000

Summary:

- High residential impacts
- High ROW cost
- High noise impacts
- High light pollution impacts
- Some cemetery, church, and school land use
- High number and skew of grade separations
- High number of temporary construction impacts
- High developed vegetation acreage
- High lake/ open water acreage
- High floodplain acres
- High wetland acreage
- High impact to streams (LF)



Corridor D

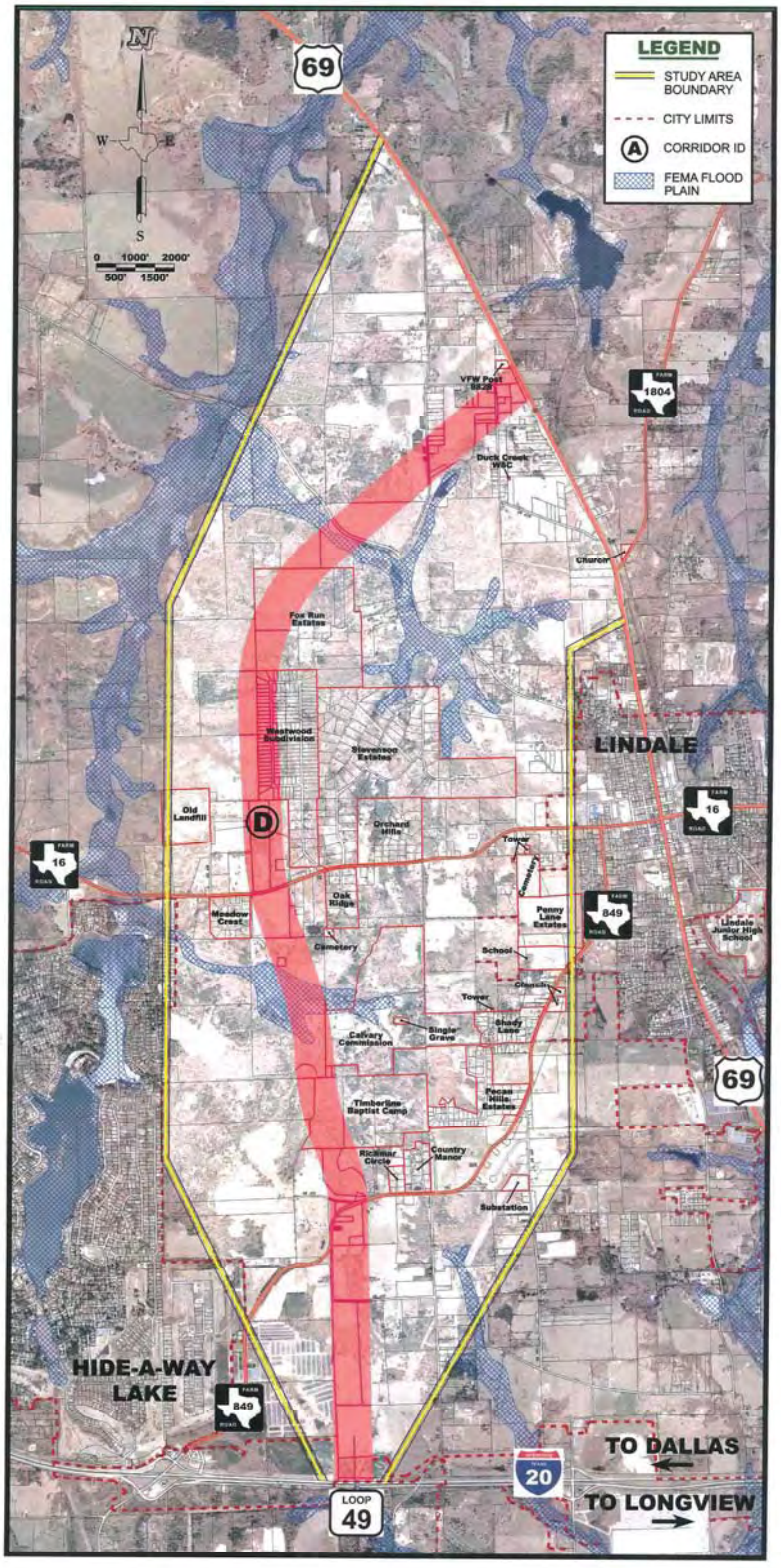
Length of Corridor 5.9 miles

Preliminary Estimate of Probable Construction Cost $92,600,000

Preliminary Estimate of Probable ROW Cost $5,000,000

Summary:

- Moderate residential impacts
- High community land use acreage
- Moderate construction cost
  - High bridges at Stevenson Branch Creek
- Moderate project length
- Moderate noise impacts
- Moderate light pollution impacts
- High commercial land use acreage
- Greater wildlife habitat fragmentation
- High lake/ open water acreage



Corridor E

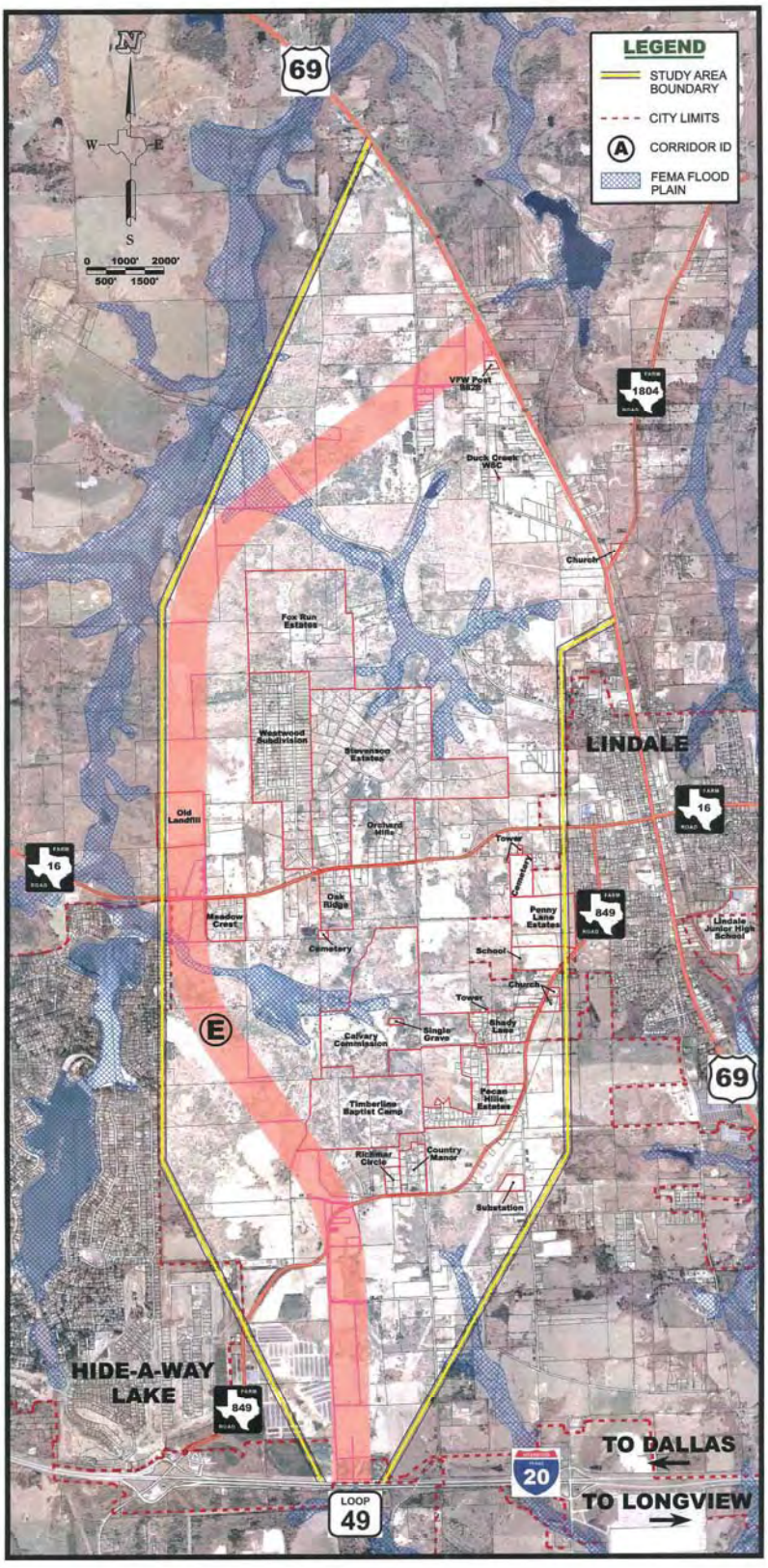
Length of Corridor 6.5 miles

Preliminary Estimate of Probable Construction Cost $102,000,000

Preliminary Estimate of Probable ROW Cost $4,400,000

Summary:

- High construction cost
  - Ramp bridges over Davis Branch Creek
  - Fill between FM 16 and Old Lindale landfill
- Long project length
- Major hazardous waste site impacts
  - Old Lindale landfill impacts
- High impact to streams (LF)
- Greater wildlife habitat fragmentation



Corridor F

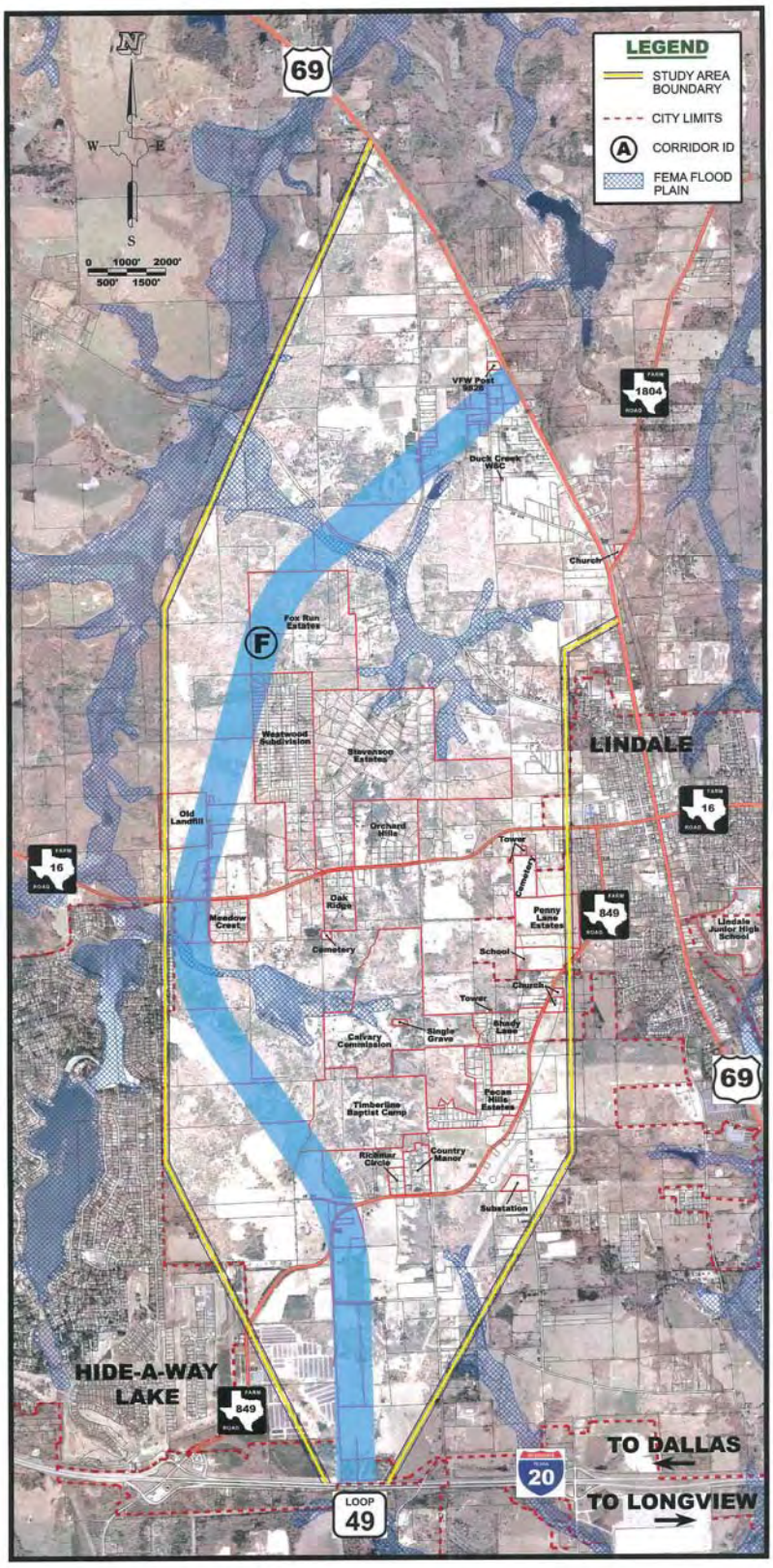
Length of Corridor 6.4 miles

Preliminary Estimate of Probable Construction Cost $98,500,000

Preliminary Estimate of Probable ROW Cost $4,900,000

Summary:

- Moderate residential impacts
- High construction cost
  - Ramp bridges over Davis Branch Creek
  - Fill between FM 16 and Old Lindale landfill
  - High bridges at Stevenson Branch Creek
- Long project length
- Major hazardous waste site impacts
  - Old Lindale landfill impacts
- High commercial land use acreage
- Moderate number of grade separations
- Greater wildlife habitat fragmentation



Corridor G

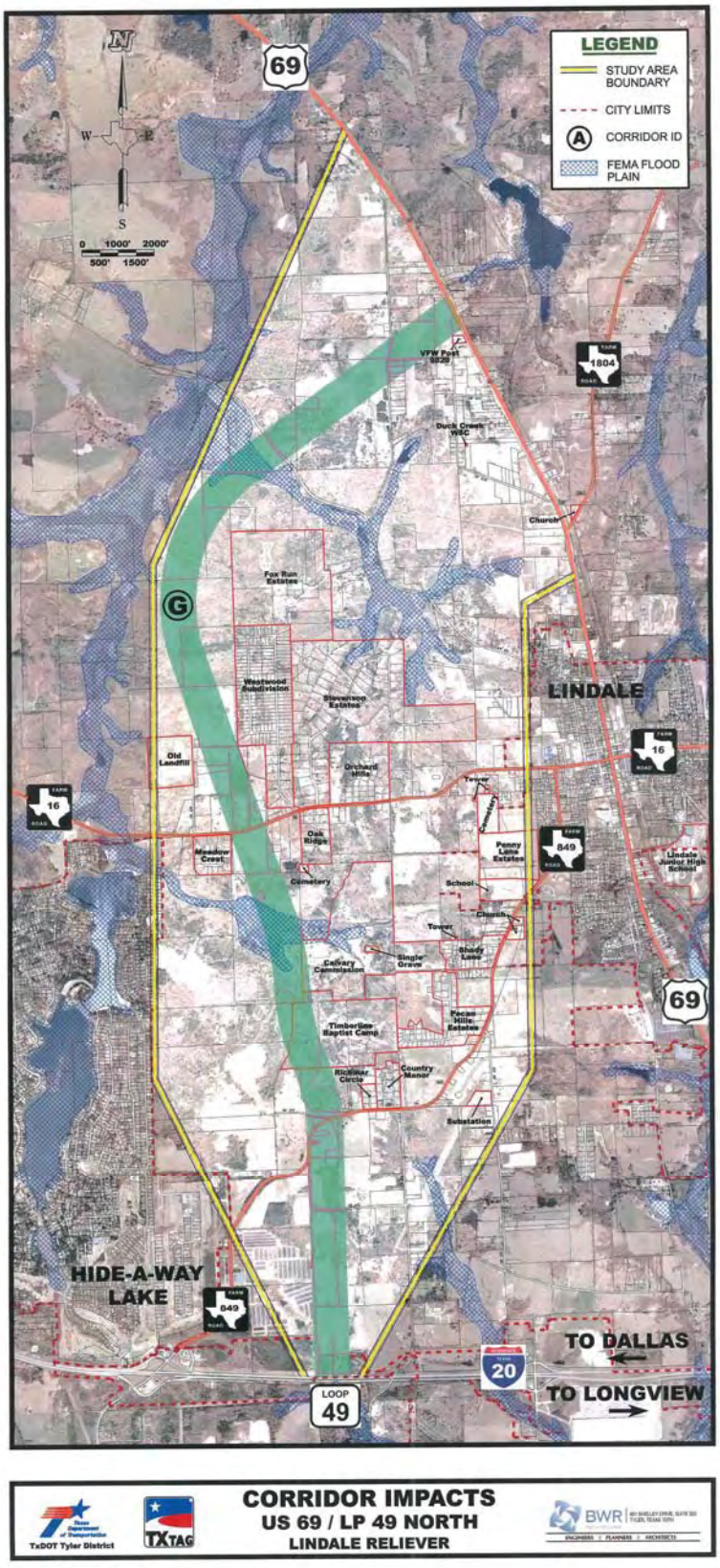
Length of Corridor 6.2 miles

Preliminary Estimate of Probable Construction Cost $93,600,000

Preliminary Estimate of Probable ROW Cost $4,900,000

Summary:

- Moderate construction cost
- Moderate project length
- High community land use acreage
- High commercial land use acreage
- High impact to streams (LF)
- Greater wildlife habitat fragmentation
- High pasture acreage
- High lake/ open water acreage
- High floodplain acres



May 22, 2007 Public Meeting

A public meeting was held in Lindale on May 22, 2007 to present the approved project need and purpose, coordination plan, project corridors, evaluation criteria, and evaluation data to the public. Upon review of the information, public comments were received.

Two individuals spoke in front of the gathering to voice support to Corridor D and G and opposition to Corridor E and F due to close proximity to Hideaway. One individual spoke to the court reporter in private voicing opposition to the No-Build Alternative. Forty one written comments were received by TxDOT by June 11, 2007 (10 days past the June 1, 2007 comment period deadline for public comments). Of the forty one comments, thirty eight voiced the concern of not building the proposed facility near their property of interest. Depending on the commenter's property of interest location, the corridors farthest away (or the no build alternative) were preferred. A summary of public meeting comments is included in the appendix of this report.

A resolution in support of the build alternatives was passed by the NET RMA on June 20, 2007 and is attached to this report in the report Appendix. A resolution from the city of Hideaway was passed on June 11, 2007 and is also attached to this report in the report Appendix. The resolution from Hideaway shows strong opposition to Corridors E and F and preferring in rank order: 1). No build 2). Corridor A, B, or C. 3). Corridor D or G.

Conclusion and Recommendations

Developing the case for eliminating or further studying a particular preliminary study corridor begins with careful examination of the corridor evaluation data in concert with public involvement comments, community concerns, regulatory agency requirements, and participating agency input. Public involvement and community concerns expressed to date focus heavily on the project's costs and social impacts. These expressed concerns include residential displacements; project and ROW costs; the number of residences potentially impacted within or near the project with regard to noise, water and air quality; and hazardous materials disturbance. Regulatory agency expectations for each project vary but consistently include avoiding and minimizing impacts during the project's route location and design alternative studies. Participating agencies consisting of various governmental agencies and local political subdivisions have provided input at participating agency meetings to aid in corridor evaluation and selection which has been referenced for the study conclusion and recommendations.

For this project, Corridors A, B, and C have the three highest ROW and utility adjustment costs, the three highest number of residential improvement impacts, the three highest number of noise and light pollution receivers as well as the three highest number of wetland acreage impacts as compared to the other corridors. Corridors A, B, and C are also located closer to Lindale and divide the partially developed Lindale suburban community to a greater degree when compared to the other Corridors. Taking these as well as other factors into consideration, Corridor A, B, and C are recommended to be removed from further study, consistent with the recommendations of the Feasibility Study.

Corridors E and F have the longest project length and the highest project construction cost as compared to the other corridors. Corridors E and F also represent the only two corridors that disturb the Old Lindale Landfill and adjacent southern landfill which would require substantial site remediation efforts and costs as well as design constraints for the project. The city of Hideaway strongly supports removing Corridor E and F for further study as evidenced in their resolution dated June 11, 2007. Taking these as well as other factors into consideration, these corridors are not recommended for further study.

Corridors D and G appear to have a moderate project length, ROW cost, and project construction cost when compared to the other preliminary corridors. Corridors D and G have lower numbers of potential residential impacts than A-C, and appear to strike a good balance between cost, engineering, safety, social, and natural environment impacts. These corridors do not appear to have any fatal project flaws or inconsistent project impacts when compared to the other corridor alternatives. Corridors D and G are therefore recommended to be carried forward for further study for the Draft Environmental Impact Statement (DEIS) along with the No Build Alternative. These further studies would include developing alignment alternatives, interchange and traffic circulation layouts, and ROW and access denial needs for the build alternatives (one alignment alternative within each corridor {D and G}), and a detailed environmental evaluation of both primary alignment alternatives and the No Build.

APPENDIX G

LINDALE AREA CHAMBER OF COMMERCE BUSINESS LIST

Lindale Area Chamber of Commerce
Customer Contact List
June 18, 2009

Customer Type	Bill to 1
ACCOUNTANT	CHARLES GREEN CPA
ACCOUNTANT	DAVID B. WARD, CPA, LLC
ACCOUNTANT	GARY W. CAMP, CPA
ACCOUNTANT	GOLLOB MORGAN PEDDY & CO.
ACCOUNTANT	H & R BLOCK
ACCOUNTANT	MANAGEMENT DATA SYSTEM
ACCOUNTANT	McCLENNY BUSINESS SERVICES
ACCOUNTANT	RELIABLE TAX & BOOKKEEPING CO.
ADVERTISING	AB GRAPHICS
ADVERTISING	DORLES WEEKS SPECIALTY ADVERTISING
ADVERTISING	GLOW IN THE DARK CREATIVE MEDIA
ADVERTISING	HARP ADVERTISING
ADVERTISING	LINDALE TROPHY
ADVERTISING	TOGI ENTERTAINMENT
ADVERTISING	VINCENT GRAPHICS
ADVERTISING	THE YOU NAME IT SHOP
AIR CONDITIONING/HEAT	ACR SERVICES
AIR CONDITIONING/HEAT	EVANS AIR CONDITIONING/HEATING
AIR CONDITIONING/HEAT	GLACIER COOLING & HEATING
AIR CONDITIONING/HEAT	KEN'S AIR
AIR CONDITIONING/HEAT	MODERN INDOOR COMFORT ZONE
AIR CONDITIONING/HEAT	NORTHSTAR
APPLIANCE SERVICES	MR. APPLIANCE
ARCHITECTS	MICHAEL D BARHAM ARCHITECTS
ARCHITECTS	SIEBENLIST ARCHITECTS, INC
ARTIST	JORDAN MERCEDES
ASSOCIATIONS	HIDEAWAY LAKE CLUB, INC
ASSOCIATIONS	KIDS ONLY TRIATHLON
ASSOCIATIONS/ORGANIZATIONS	CROSSROADS COMMUNITY CHURCH
ASSOCIATIONS/ORGANIZATIONS	LINDALE ECONOMIC DEVELOPMENT
ASSOCIATIONS/ORGANIZATIONS	TYLER ECONOMIC DEVELOPMENT COUNCIL
ASSOCIATIONS/ORGANIZATIONS	VFW POST 9828
ASSOCIATIONS/ORGANIZATIONS	YOUTH WITH A MISSION
ATTORNEY/LAW	GREGORY A. FRASER
ATTORNEY/LAW	LAW OFFICES OF KYLE WAGGONER
ATTORNEY/LAW	LINEBARGER, GOGGAN, BLAIR & SAMPSON
ATTORNEY/LAW	PATRICK LAW OFFICE
ATTORNEY/LAW	PERDUE,BRANDON,FIELDER,COLLINS, & MOTT
ATTORNEY/LAW	PREPAID LEGAL SERVICES
ATTORNEY/LAW	PREPAID LEGAL SERVICES
ATV SALES/SERVICE	DOWDLE MOTOR COMPANY
AUTOMOBILE SERVICES	ALVEY'S PAINT & BODY SHOP
AUTOMOBILE SERVICES	AMERICAN AUTOMOTIVE
AUTOMOBILE SERVICES	CJ'S DETAIL
AUTOMOBILE SERVICES	CLASSIC TOYOTA, MERCEDES- BENZ
AUTOMOBILE SERVICES	FOREVER YOURS WINDOW TINT
AUTOMOBILE SERVICES	GLASSMASTERS
AUTOMOBILE SERVICES	HALL BUICK PONTIAC GMC
AUTOMOBILE SERVICES	HANK'S AUTO
AUTOMOBILE SERVICES	HUBBARD SMALL ENGINES
AUTOMOBILE SERVICES	INTEGRITY DETAILING

Lindale Area Chamber of Commerce
Customer Contact List
June 18, 2009

Customer Type	Bill to 1
AUTOMOBILE SERVICES	KWIK KAR LUBE & SERVICE
AUTOMOBILE SERVICES	LINDALE AUTO BODY
AUTOMOBILE SERVICES	LINDALE CAR CARE
AUTOMOBILE SERVICES	LINDALE TIRE SHOP
AUTOMOBILE SERVICES	MEDDERS BRAKE & ALIGNMENT
AUTOMOBILE SERVICES	SMITH BODY SHOP/KUSTOM LINER
AUTOMOBILE SERVICES/PARTS	FOSHEE WRECKER SERVICE
AUTOMOBILE SERVICES/PARTS	O'REILLY AUTO PARTS
AUTOMOBILE SERVICES/PARTS	P & O MOTORS
AUTOMOBILE SERVICES/SALES	AMERITEX MEMBER GROUP
AUTOMOBILE SERVICES/SALES	AUTO AIR OF LINDALE
AUTOMOBILE SERVICES/SALES	DOW AUTOPLEX
AUTOMOBILE SERVICES/SALES	EAGLE AUTO SALES
AUTOMOBILE SERVICES/SALES	GREAT AMERICAN CLASSICS
AUTOMOBILE SERVICES/SALES	LONESTAR DODGE, CHRYSLER, JEEP
AUTOMOBILE SERVICES/SALES	LONGHORN FORD
AUTOMOBILE SERVICES/SALES	PITTMAN MOTOR COMPANY
AUTOMOBILE SERVICES/SALES	QUALITY INVESTMENTS
AUTOMOBILE SERVICES/SALES	SELECT POWER SPORT
AUTOMOBILE SERVICES/SALES	SOUTHERN RV SUPERCENTER
AUTOMOBILE SERVICES/SALES	TYLER FORD
AUTOMOBILE SERVICES/SALES	WAGNER CADILLAC CO
BANK	BANCORP SOUTH
BANK	BANK OF AMERICA
BANK	BANK TEXAS
BANK	CAPITAL ONE
BANK	CAPITAL ONE BANK
BANK	LINDALE STATE BANK
BANK	SOUTHSIDE BANK
BUILDING MATERIAL	BIG SANDY ROCK & STONE
BUILDING MATERIAL	EAST TEXAS TILE AND ACOUSTICS
BUILDING MATERIAL	GREENLIFE TECHNOLOGIES
BUILDING MATERIAL	HAWLEY DIRT SERVICE
BUILDING MATERIAL	JEFF BUTLER ASPHALT
BUILDING MATERIAL	LONE STAR LAND ENHANCEMENT
BUILDING MATERIAL	PRECISION FENCE COMPANY
BUILDING MATERIAL	PRUITT TILE & GRANITE
BUILDING MATERIAL	SMITH COUNTY LUMBER COMPANY
BUILDING MATERIAL	TRANSIT MIX
CHILD CARE PROVIDER	APPLETREE LEARNING CENTER
CHILD CARE PROVIDER	TOY TOWN PRESCHOOL
CLEANING SERVICES	BURT FORNEY- CARPET CLEANING
CLEANING SERVICES	LIKE NEW
CLEANING SERVICES	SERVPRO OF TYLER
CLEANING SERVICES	SISTER-SISTER CLEANING SERVICE
COMMUNICATION	AT&T
CONTACTORS	A & B PAINT COMPANY
CONTACTORS	A.R. LAY CONSTRUCTION
CONTACTORS	BAUMAN SIDING
CONTACTORS	BEGGS CONSTRUCTION, INC
CONTACTORS	BOONE & BOONE CONSTRUCTION

Lindale Area Chamber of Commerce
Customer Contact List
June 18, 2009

Customer Type	Bill to 1
CONTACTORS	BRICENO'S ROOFING
CONTACTORS	CONAWAY HOMES
CONTACTORS	THE CONSORTIUM FIRM, INC
CONTACTORS	CRAIG'S DIRT SERVICE
CONTACTORS	D & H QUALITY CABINETS
CONTACTORS	FOSHEE EQUIPMENT & CONSTRUCTION
CONTACTORS	G & H ROOFING
CONTACTORS	GREENLAND HOMES
CONTACTORS	HARTMAN CONSTRUCTION, LLC
CONTACTORS	HERITAGE BUILDERS
CONTACTORS	JOE ROACH WINDOW COMPANY
CONTACTORS	MOORE CONSTRUCTION
CONTACTORS	POOLE CONSRUCTION SERVICES
CONTACTORS	ROOT CONSTRUCTION
CONTACTORS	STEVE MOSS CONSTRUCTION
CONTACTORS	THIRTY II OAKS, LLC
CONTACTORS	V & V FOOTINGS, LLC
COSMETICS	MARY KAY COSMETICS
COSMETICS	MERLE NORMAN COSMETICS & GIFTS
CRAFTS	JOYS FUN PROJECTS
CRAFTS	ROSE PATH WEAVING
CRAFTS	STITCHES & THREADS
DENTISTRY	CENTER FOR IMPLANT & GENERAL DENTISTRY
DENTISTRY	KAREN L. GOTT, DDS
DENTISTRY	WALDRON FAMILY & COSMETIC DENTISTRY
Distribution	BENCHMARK MFG.
Distribution	COCA-COLA BOTTLING COMPANY
Distribution	TARGET DISTRIBUTION
Distribution	TYLER BEVERAGES
ELECTRICAL SERVICE	CENTER POINT ENERGY
ELECTRICIAN	A & A ELECTRIC
ELECTRICIAN	FAITHCO EAST TEXAS
ELECTRICIAN	ROACH ELECTRIC
ENGINEERING	ADAMS ENGINEERING
ENGINEERING	HOLLAND ENGINEERING
ENGINEERING	STOKES & ASSOCIATES
EQUIPMENT	EAST TEXAS NEW HOLLAND
EQUIPMENT	KLEMMES LABOR EQUIPMENT & MATERIALS
EVENT PLANNING	CROSSROADS RETREAT & CONFERENCE CENTER
FARM & RANCH SUPPLY	FLEMING FARM & RANCH SUPPLY
FARM & RANCH SUPPLY	LINDALE FERTILIZER
FARM & RANCH SUPPLY	STAMPEDE FEED & AG SUPPLY
FINANCIAL SERVICES	ALL ABOUT SENIORS
FINANCIAL SERVICES	CHURCHWELL FINANCIAL SERVICES
FINANCIAL SERVICES	D.T.P. MANAGEMENT COMPANY
FINANCIAL SERVICES	EDWARD JONES INVESTMENTS
FINANCIAL SERVICES	UBS FINANCIAL SERVICES
FITNESS CENTER	ANYTIME FITNESS
FLORAL	BOUQUETS & BOWS
FLORAL	LINDALE FLORAL SHOP
FUNERAL SRVC.	CAUDLE RUTLEDGE FUNERAL HOME

Lindale Area Chamber of Commerce
Customer Contact List
June 18, 2009

Customer Type	Bill to 1
GARDEN/LANDSCAPING	ARABELLA GARDEN RETREATS
GARDEN/LANDSCAPING	CYCLE OF SEASONS
GARDEN/LANDSCAPING	GREENGENES INTERIORSCAPE
GARDEN/LANDSCAPING	HARRIS NURSERY
GARDEN/LANDSCAPING	R & T NURSERY
GARDEN/LANDSCAPING	TEXAS RAINMAN
GAS STATION	CREWS'N BUY MART
GAS STATION	JIM HOGG ROAD SHELL
GAS STATION	NIGHT & DAY CHEVRON
GAS STATION	RACEWAY
GAS STATION	T-MAC
GAS STATION	TYLER FUEL PLAZA
GOVERNMENT	CITY OF LINDALE
GOVERNMENT	STATE REP TOMMY MERRITT
GROCERY	BROOKSHIRES
HOME BUILDER	JERRY LANG ENTERPRISES
HOME BUILDER	M & M CONSTRUCTION
HOME BUILDER	MASTER SERVICE COMPANY
HOME BUILDER	MAVERICK MFG. HOMES
HOME BUILDER	MILES CONSTRUCTION COMPANY
HOME BUILDER	PELICAN BUILDERS
HOME BUILDER	PENNY LANE ESTATES
HOME INTERIORS	THE ADDED TOUCH
HOME INTERIORS	USA FLOORING
HOTEL/MOTEL	BEST VALUE INN
HOTEL/MOTEL	BEST WESTERN INN
HOTEL/MOTEL	CASA CASSEL BUNK & BARN
HOTEL/MOTEL	COMFORT SUITES
HOTEL/MOTEL	DAYS INN
HOTEL/MOTEL	HAMPTON INN
HOTEL/MOTEL	LA QUINTA INN & SUITES
HOTEL/MOTEL	LION'S RV PARK & CABINS
HOTEL/MOTEL	TEXAS ROSE RV PARK
HOTEL/MOTEL	WHISPERING PINES RV & CABIN RENTAL
INDUSTRIAL	FAIR MANAGEMENT
INDUSTRIAL	THERMO MANUFACTURING
INDUSTRIAL	TYLER PIPE
INSURANCE	BOWEN INSURANCE AGENCY
INSURANCE	CHRIS BELL INSURANCE
INSURANCE	FARMERS INSURANCE GROUP
INSURANCE	JIM TOMAN AGENCY
INSURANCE	OWENS INSURANCE AGENCY
INSURANCE	STATE FARM AGENCY
INSURANCE	STATE FARM AGENCY
INSURANCE	SUSAN WHOMBLE INSURANCE
INSURANCE	WATKINS INSURANCE
INTERNET/WEBSITES	DATACROSS CONSULTING, INC
INTERNET/WEBSITES	SUDDENLINK
INTERNET/WEBSITES	YONTSOME SOFTWARE
LAUNDRY/CLEANERS	LINDALE CLEANERS
LAUNDRY/CLEANERS	TWENTY-FOUR HOUR WASHATERIA

Lindale Area Chamber of Commerce
Customer Contact List
June 18, 2009

Customer Type	Bill to 1
LEGAL	JACKSON LAW OFFICE
LOCKSMITH	ACTION LOCK & KEY
MAIL SERVICES	LINDALE MAIL& SHIPPING HOUSE
MANUFACTURING	EAST TEXAS CONTAINER
MEDICAL	BELTONE
MEDICAL	GRACE VISITING NURSES & HEALTHCARE
MEDICAL	HAYGOOD & ASSOCIATES
MEDICAL	HOSPICE OF EAST TEXAS
MEDICAL	PHYSICIANS ADVANTAGE ADMIN. SERVICES
MEDICAL	TRINITY MOTHER FRANCES HEALTH SYSTEMS
MEDICAL:CHIROPRACTIC	HOPSON CHIROPRACTIC
MEDICAL:CHIROPRACTIC	LINDALE CHIROPRACTIC CLINIC
MEDICAL:CLINIC	EAST TEXAS MEDICAL CENTER
MEDICAL:CLINIC	EAST TEXAS MEDICAL CENTER- REHAB CENTER
MEDICAL:CLINIC	LINDALE MEDICAL CLINIC
MEDICAL:OPTICAL	EAST TEXAS OPTICAL
MEDICAL:OPTICAL	EYE CARE ASSOCIATES
MEDICAL:PHARMACY	ELLIOTT PHARMACY
MEDICAL:PHARMACY	FLEMING/TINDEL MEDICINE CHEST
MEDICAL-IN HOME CARE	AT HOME HEALTHCARE
MEDICAL-IN HOME CARE	COMFORT KEEPERS
MEDICAL-IN HOME CARE	JORDAN HEALTH SERVICES
MEDICAL-IN HOME CARE	OMEGA HOME HEALTH
MEDICAL-IN HOME CARE	QUALITY CARE SERVICES
MORTGAGE/LENDING	LIFEWAY LENDING GROUP, INC
NEWS PAPER	HIDEAWAY NEWS
NEWS PAPER	LINDALE NEWS & TIMES
NON- PROFIT	AMERICAN CANCER SOCIETY
NON- PROFIT	BETTER BUSINESS BUREAU
NON- PROFIT	CALVARY COMMISSION, INC
NON- PROFIT	CHRIST CENTRAL CHURCH
NON- PROFIT	CONGRESSMAN LOUIS GOHMERT
NON- PROFIT	ETBNA
NON- PROFIT	GRACE COMMUNITY CHURCH
NON- PROFIT	HIDEAWAY LAKE KIWANIS
NON- PROFIT	LINDALE FIRE DEPARTMENT
NON- PROFIT	THE LINDALE LIBRARY
NON- PROFIT	LINDALE ROTARY CLUB
NON- PROFIT	LONGVIEW WELLNESS CENTER
NON- PROFIT	PARENTS OF AUTISTIC CHILDREN
NON- PROFIT	PARROTT PARK/MUSEUM
NON- PROFIT	PRAISE MINISTRIES
NON- PROFIT	SMITH COUNTY HISTORICAL SOCIETY
NON- PROFIT	ST. LUKES EPISCOPAL CHURCH
NON- PROFIT	T.R. BONNER
NON- PROFIT	TEEN MANIA
NON- PROFIT	TIGER CREEK WILDLIFE REFUGE
NON- PROFIT	TYLER AREA CHAMBER OF COMMERCE
NON- PROFIT	US EQUESTRIAN DRILL CHAMPIONSHIP
NURSERY	BOB WELLS NURSERY
NURSERY	MEA NURSERY

Lindale Area Chamber of Commerce
Customer Contact List
June 18, 2009

Customer Type	Bill to 1
NURSERY	NATURE'S CHILD LANDSCAPE SERVICES
NURSERY	NEAL NURSERY
PARKS/AMMUSEMENTS	SANTA LAND
PEST CONTROL	INNOVATIVE PEST CONTROL
PET SUPPLIES/GROOMING	PARROTS AND MORE
PHONE INSTALLATION	T-ONE TELECOM
PHOTOGRAPHY	KRIS BURTON PHOTOGRAPHER
PHOTOGRAPHY	LASTING IMPRESSIONS
PLUMBING	HOLEY PLUMBING CO, INC
PLUMBING	THOMSON'S PLUMBING
PRINTING/PRINTERS	1 STOP SIGN SHOP
PRINTING/PRINTERS	COMPLETE BUSINESS SYSTEMS
PRINTING/PRINTERS	DOCUMENT SOLUTIONS- XEROX
PRINTING/PRINTERS	HUDSON PRINTING & GRAPHIC DESIGN
PRINTING/PRINTERS	PRO PRINTING & GRAPHICS
PRINTING/PRINTERS	RHINO SIGNS & GRAPHICS
PRINTING/PRINTERS	SENSIBLE SIGNS
PRINTING/PRINTERS	SIGN MASTERS
PRINTING/PRINTERS	SKILLERN'S BUSINESS SYSTEMS
RADIO	KMOO 99.9
REAL ESTATE	CENTURY 21 FIRST GROUP
REAL ESTATE	COLDWELL BANKER UNITED, REALTOR
REAL ESTATE	DPF PROPERTIES LLC
REAL ESTATE	EMPORIUM REALTY OF EAST TEXAS
REAL ESTATE	I-20 TEAM REAL ESTATE
REAL ESTATE	LANDBRIDGE COMMERCIAL PROPERTIES
REAL ESTATE	LINDALE LAKE PROPERTIES
REAL ESTATE	LINDALE RENTALS
REAL ESTATE	PRESSLEY REAL ESTATE
REAL ESTATE	RE/MAX INNOVATION
REAL ESTATE	RE/MAX INNOVATION-THE BECKERLEY GROUP
REAL ESTATE	THOMPSON APPRAISAL SERVICE
REAL ESTATE	UNITED COUNTRY BOBO REALTY
REAL ESTATE:SERVICES	AKT HOUSING SERVICES
REAL ESTATE:SERVICES	BRADY ENVIRONMENTAL
REAL ESTATE:SERVICES	RANDY SHELTON REAL ESTATE SERVICES
REAL ESTATE:SERVICES	WARREN SURVEYING
RECRUITMENT	PSP AGENCY
RECRUITMENT	SNELLING STAFFING SERVICES
RENTALS	COUNTRY MEADOW ESTATES
RENTALS	FRANKE PROPERTIES
RENTALS	GARDEN HILL APARTMENTS
RENTALS	LEGENDS OF LINDALE
RENTALS	MEADOWLARK PLACE DUPLEXES
RENTALS	WILLOW PARK TOWN HOMES
RESTAURANT	THE BEEF SHOP
RESTAURANT	BODACIOUS BAR-B-QUE
RESTAURANT	US MERIT/BURGER KING
RESTAURANT	CHICKEN EXPRESS
RESTAURANT	CHILI'S
RESTAURANT	CRACKER BARRELL OLD COUNTRY STORE

Lindale Area Chamber of Commerce
Customer Contact List
June 18, 2009

Customer Type	Bill to 1
RESTAURANT	DAIRY QUEEN
RESTAURANT	DOC'S PIZZA
RESTAURANT	DOMINO'S PIZZA
RESTAURANT	THE DONUT PALACE
RESTAURANT	DUB'S TEXAS BBQ
RESTAURANT	EASTERN BUFFET
RESTAURANT	FARHAZ & KAWAL LLC
RESTAURANT	JUANITA'S
RESTAURANT	MCDONALD'S
RESTAURANT	MT. SYLVAN COFFEE HOUSE
RESTAURANT	NICK'S ITALIAN CAFE
RESTAURANT	NICKEY'S FAMILY RESTAURANT
RESTAURANT	PETTY'S CAFE
RESTAURANT	PIZZA HUT
RESTAURANT	PIZZA INN OF LINDALE
RESTAURANT	POP'S FRIED CHICKEN
RESTAURANT	POSADOS
RESTAURANT	ROCKWELL'S COFFEE BREWERY
RESTAURANT	SANDY'S PIES & MORE
RESTAURANT	SONIC DRIVE INN
RESTAURANT	SUBWAYS OF LINDALE
RESTAURANT	VICTOR'S NY DELI
RESTAURANT	WENDY'S
Retail	CUT-N-SHOOT
Retail	DON'S TV & APPLIANCE INC.
Retail	GLENN'S JEWLERY
Retail	HOLY FAMILY THRIFT STORE
Retail	J.D. McBURNETT & BROS.
Retail	KEMBERLY'S BOUTIQUE
Retail	LAPTOPS FOR LESS
Retail	LATIF'S ANTIQUES
Retail	LINDALE CANDY COMPANY
Retail	LINDALE COUNTRY STORE
Retail	LINDALE MUSIC
Retail	LOWES OF LINDALE
Retail	THE MIRANDA LAMBERT STORE
Retail	NU 2 ME
Retail	OFFICE BARN
Retail	ON THE GO SCOOTER RENTAL
Retail	PAMPERED CHEF
Retail	SAUNDRA'S HUFF-N-PUFF & STUFF
Retail	SCENT SERENADES
Retail	SOULES ANTIQUES
Retail	THE SOUTHERN GOURMET
Retail	SPORTS ETC.
Retail	TUPPERWARE
Retail	WAL-MART SUPER CENTER 3764
Retail	ZACKI'S
SALONS- SPAS & BEAUTY	BETTY'S~A DAY SPA
SALONS- SPAS & BEAUTY	HIS AND HERS
SALONS- SPAS & BEAUTY	IDENTITY DAY SPA

Lindale Area Chamber of Commerce
Customer Contact List
June 18, 2009

Customer Type	Bill to 1
SALONS- SPAS & BEAUTY	LA BELLA SALON
SALONS- SPAS & BEAUTY	NAIL CLUB
SALONS- SPAS & BEAUTY	RAZOR'S BARBER SHOP
SALONS- SPAS & BEAUTY	SPORT CLIPS
SALONS- SPAS & BEAUTY	TRU-TAN
SANITATION	ALL AMERICAN DISPOSAL SERVICES
SANITATION	ALLIED WASTE SERVICES
SANITATION	HAWLEY DISPOSAL SERVICE
SCHOOL	LINDALE ISD
SCHOOL	ST. LUKES EPISCOPAL SCHOOL
SCHOOL	TYLER JUNIOR COLLEGE
SENIOR SERVICES	LINDALE HEALTH CARE
SENIOR SERVICES	LINDALE HEALTHCARE
SERVICE	FIRE-TECK, LLC
SERVICE	JARMAN RESOURCE FUNDING
SERVICE	SWAN DITCHING SERVICE
SPORTS/ENTERTAINMENT	GARDEN VALLEY GOLF CLUB
SPORTS/ENTERTAINMENT	TEXAS ROSE HORSE PARK
STORAGE	LIBERTY STORAGE
STORAGE	PECAN HILLS MINI STORAGE
STUMP REMOVAL	B.A.'S AFFORDABLE STUMP REMOVAL
TELEPHONE BOOK	LINDALE TELEPHONE DIRECTORY
TITLE COMPANY	BOREN SCOTT TITLE
TITLE COMPANY	CENTRAL TITLE
TITLE COMPANY	EAST TEXAS TITLE
TITLE COMPANY	LANDMARK TITLE, INC
TRAVEL	A GREAT WAY TO CHARTER TOUR AND TRAVEL
TRAVEL	CARO'S CRUISES & TOURS
TRAVEL	CRUISE ONE
TV BROADCASTING	KETK- TV
TV BROADCASTING	KLTV CHANNEL 7
UTILITIES	C. MILLER DRILLING
UTILITIES	EAST TEXAS WASTE MANAGEMENT
UTILITIES	MALLORY PROPANE
UTILITIES	ONCOR DELIVERY
VETETRINARY	HIDE A WAY SMALL ANIMAL CLINIC
VETETRINARY	LINDALE VETERINARY CLINIC
WATER	TEXAS PUMP & WATER SYSTEMS
Wholesale	ROSES USA
Wholesale	ROZELL PEACH FARM
Wholesale	TREES USA
Wholesale	TYLER ROSE NURSERY